

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
OVERCAST
Barometer 30.03

November 15 1915, Temperature 6 a.m. 73 2 p.m. 78
Humidity 83 88

November 15 1914, Temperature 6 a.m. 70 2 p.m. 72
Humidity 83 88

3072 日九初月十年卯乙

MONDAY, NOVEMBER 15, 1915.

一拜禮 號五十一月一十英港香 SINGLE COPY 10 CENTS.
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TO-DAY'S LATEST WAR TELEGRAMS.

POSITION IN THE BALKANS GROWING EXCITING.

IMPORTANT CAPTURES BY THE ALLIED ARMIES IN SERBIA.

Russia's Powerful Drive Westwards from Riga.

GREEK POSITION CAUSES UNEASINESS IN FRANCE.

[Reuter's Service to the "Telegraph."]

GREECE AND THE BALKANS.

HER ATTITUDE TOWARDS THE ENTENTE.

November 14, 1.40 p.m.
There is uneasiness in France on the subject of Greece's attitude. The rumours of the possibility of Greek action in favour of the Central Powers are so persistent that the Greek Minister called on the French Foreign Minister with assurances of Greece's continued adherence to her traditional friendship for France.

French newspapers regard the dissolution of the Greek Chamber as one stage of King Constantine's policy of fulfilling secret engagements with the enemies of the Entente. They declare that French public opinion will not pardon the Government if it allows itself to be surprised by a new blow in the Balkans.

Although London refuses to share the consternation which the dissolution of the Chamber has caused in France, it is admitted that King Constantine's action has dispelled the hopes of a Greek co-operation with the Entente in the near future.

MR. CHURCHILL.

REJOINS HIS REGIMENT.

November 14, 1.40 p.m.
It is stated that Mr. Churchill starts on Wednesday to re-join his regiment in France.

THE REIGN OF TERROR IN BELGIUM.

MORE GERMAN ROBBERY.

November 14, 1.40 p.m.
The German Governor General in Belgium has ordered nine provinces in Belgium to pay £1,600,000 sterling monthly, towards the cost of the war and the administration of the occupied territory.

THE ALLIES IN THE WEST.

ONLY MINOR OPERATIONS.

November 14, 5.20 p.m.
A Paris communique records only minor operations.

ANOTHER ITALIAN STEAMER SUBMARINED.

PASSENGERS AND CREW MISSING.

November 14, 6.35 p.m.
According to Reuter's correspondent at Rome it is reported that the Italian steamer *Bosnia* has been sunk by a submarine flying the Austrian flag. The passengers and crew embarked in four boats, three of which reached land and the fourth, containing seven passengers and twelve of the crew, is missing.

TO-DAY'S LATEST WAR TELEGRAMS.

THE FIGHTING IN THE BALKANS.

SERBIAN GOVERNMENT TRANSFERRED.

November 14, 1.40 p.m.
The Serbian Legation at Athens says that the Serbian Government is being installed in Mitrovitz, whither the Serbian troops are retiring in perfect order and in no wise depressed.

THE RECAPTURE OF TETOVO.

November 14, 9.30 p.m.
Reuter's correspondent at Salonica says that the re-capture of Tetovo is bound to influence the position in the Kavranik Pass in favour of the Serbians.

Franco-Bulgarian fighting on the left bank of the Carnava which ended in the French capturing the villages of Oherkovo Krushevitsa and Sisevo and a Bulgarian blockhouse on heights 350 and 518, lasted all day on the 14th inst. This has given the French a position along the crest close to the frontier, parallel with the railway, between Gradsko and Krevolak, and has brought them within seven miles of Kuprulu.

THE ANCONA.

NINE AMERICANS DROWNED.

November 14, 3.50 p.m.
According to Reuter's correspondent at Rome it is officially announced that 208 persons were drowned in the sinking of the *Ancona*, out of a total of 507 passengers and crew. Nine Americans were drowned out of ten.

ITALIAN ENQUIRY.

November 14, 6.35 p.m.
According to Reuter's correspondent at Paris and a telegram from Turin the *Stampa* announces that the Italian authorities have ordered an enquiry with a view to determining whether the submarine which sank the *Ancona* was German or Austrian, and if the enquiry establishes the fact that the submarine was German, Italy will declare war against Germany.

In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.

EARLIER TELEGRAMS.

THE BALKAN SITUATION.

SUSPICION OF GREECE.

November 13, 1.55 p.m.
Suspicion of Greece is apparently the strong motive for Italian intervention in the Balkans. Italian despatches apprehend a Greek move on Albanian or Monastir and state that the Greeks are already fortifying southern Albania, whither a number of German officers have proceeded from Corfu. The latest Italian story is that four high German officers from Sofia arrived at Salonica on October 25. They observed the work of the Anglo-French forces. They then motored to Zeitenlik, where the Allies were encamped, and eventually departed for Athens on board a Greek torpedo-boat. The story declares that these officers were on a special mission to establish relations between the Cabinets of Constantinople, Sofia, Bucharest and Athens.

GERMANY AND ROUMANIA.

November 13, 3.10 p.m.
According to Reuter's correspondent in Bucharest, it is announced that Count Metternich, the new German Ambassador to Constantinople, in passing through Bucharest, had an audience with the King.

GREECE TO DEFINE HER ATTITUDE.

November 13, 3.10 p.m.
Reuter's correspondent in Athens states that on the 12th inst. the British, French and Russian Ministers had an interview with M. Scouloudis, the new Premier, and demanded that Greece define her attitude. In the event of the Allied forces taking refuge in Greek territory, they insisted that no distinction should be made between the Allies and the Serbs. The Greek reply is not yet known, but the goodwill on both sides leads to the belief that a satisfactory solution will be reached.

NEW TURKISH PROTECTIVE MEASURES.

November 13, 3.10 p.m.
According to Reuter's correspondent at Amsterdam a Turkish communique says:—"Thanks to new protective measures taken to guard our fleet" the British submarine *E20* was sunk in the Bardenelles on the 5th inst.

WAR TELEGRAMS.

THE FIGHTING IN THE BALKANS.

IN STRIKING CONTRAST TO OFFICIAL ENEMY REPORTS.

November 13, 1.55 p.m.
In striking contrast to the official enemy reports on the Serbian campaign the correspondent of the Vienna *Neue Presse* admits that the Austro-Germans are experiencing great difficulties. He says:—"It is unthinkable that an army with an enemy at its heels should retreat without dropping some of its treasures; but the Serbians have hitherto retreated in extraordinary order and without noteworthy losses. They are following the Russian example of holding their forces together till better times. Our aviators report great transports moving westwards. It is clear that the enemy will not hear a word about capitulation and they are as full of confidence as their Allies."

BULGARIAN FORT CAPTURED.

November 14, 2.40 a.m.
A Paris communique states that the Bulgarians on Thursday attacked the villages of Krusheva and Sirkosao which we (the French) captured on Wednesday. We repulsed the attacks and then counter-attacked, capturing the village of Olesvo. We also captured a ridge, with a Bulgarian fort, north of Vilandovo.

THE SINKING OF THE FIRENZE.

November 13, 3.00 p.m.
According to Reuter's correspondent in Rome details of the sinking of the *Firenze* have been received from Syracuse. The steamer carried thirty-three passengers and a crew of sixty-four. On Tuesday afternoon, she was proceeding on her voyage in fine weather, when, thirty-six miles from Syracuse, a submarine suddenly appeared three hundred yards away and fired a gun without hitting the steamer. The passengers and engine-room staff, the latter almost entirely consisting of Lascars, then rushed on deck. The submarine approaching continued to fire, striking the steamer's rudder. The commander of the submarine then ordered the abandonment of the steamer. Six boats were lowered and, as room as they were clear, the submarine sank the vessel, twenty-eight shots being fired. The survivors spent the night in the boats, making for Sicily. The sea was calm and the first boat to reach Syracuse contained the captain of the *Firenze* and a number of Lascars. A destroyer searched for the other boats and found three, one of which had capsized and the inmates of which had been picked up by the other boats. One boat carrying the first officer, six passengers (one of them a woman) and fourteen of the crew, mostly Lascars, is missing. The submarine flew the Austrian flag and was of a new type, 200 ft. long.

COMMEMORATION SERVICE FOR THE LATE LORD ROBERTS.

November 13, 3.10 p.m.
A large and distinguished congregation attended a commemoration service for the late Lord Roberts V.C. at St. Margaret's, Westminster. Their Majesty's the King and Queen and other royalties were represented.

THE SINKING OF THE TRANSPORT SOUTHLAND.

November 13, 8.20 p.m.
A splendid story is told of the sinking of the transport *Southland*. When the torpedo struck the ship, the vessel reeled and an order was given to abandon ship, but there was never a cry or sign of fear. The Australian soldiers merely came briskly on deck singing "Australia will be there" and went to their stations and lowered the boats in an orderly way. The injured were taken first and carefully tended. Two subalterns searched the interior of the ship for wounded and finally came on deck to find only the General Staff on board. Then they helped to lower the last boats and got into a half-swamped boat. Fourteen were killed by the explosion and twenty-two drowned, including Brigadier Linton.

10,000 SOUTH AFRICAN TROOPS FOR EAST AFRICA.

November 14, 1.05 a.m.
At the Capetown Government Recruiting Conference, General Smuts announced that ten thousand South African troops would be sent to East Africa. He said that the Allies had their hands full and Great Britain could not be expected to provide men for campaigns throughout the world.

THE ALLIES IN THE WEST.

ARTILLERY ACTIONS PROCEEDING.

November 14, 1.05 a.m.
A Paris communique says: Our artillery in the Boesinghe sector in Belgium concentrated their fire on the enemy positions, destroying a steam mill and silencing the batteries. Artillery actions are proceeding at several other points.
(Continued on page 8.)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The death is announced of Sir Patrick Playfair.

A Paris communique, records only minor operations.

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DON'T FORGET.

TO-DAY.

Theatre Royal-Horace Goldin and Company.
Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Organ Recital at St. John's Cathedral.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

GENERAL NEWS.

To help the Belgians. Boy readers of the *American Boy Magazine* have sent 455 suits of clothes to Belgium for the use of Belgian boys. Nearly 2240 was raised during a campaign conducted under the direction of Mr. J. Cotner, secretary and treasurer of the company owning and publishing the *American Boy*. The suits were obtained from clothing manufacturers at prices below cost.

Generous Brits. It is estimated that during the first twelve months of the war voluntary gifts to the value of at least \$25,000,000 were made in money and in kind in the United Kingdom alone (says the *Hospital Saturday Fund Journal*). These gifts do not seem to have diminished the permanent charities, some of which have received more than in years of peace.

Wanted. The Yokohama Police has been requested by Mr. M. H. Crowley, superintendent of the police department of Boston, Mass., to search for George S. Inman, who is charged with the theft of \$121,000 from the United Fruit Company. The man was employed as cashier by the company, at 131 State Street, Boston and disappeared July 20. It is believed he went to the Pacific coast, and then to the Orient.

A Kobe Aeroplane Factory. An aeroplane factory has been established at Kobe by Mr. William Holmes, says the *Nichinichi* correspondent there. He came over to Japan from America, with a battle-planes of his own design. By permission of the authorities, he will shortly fly in the presence of the Imperial Navy and assembled of Kobe Harbour. It is understood that an aviation school with a six or eight months' course will be founded by him at Kobe.

The Australian Railway. Good progress is being made with the construction of the Australian Transcontinental Railway, which was recommended for strategic purposes by Lord Kitchener during his visit to the Commonwealth. Over 1,200 men are employed on the western end, and by September a total of over 300 miles had been built. Rails were being laid at the rate of a mile per day. Similar progress is also being made on the eastern end, which is coming west from South Australia. It is expected that the line (over 1,000 miles) will be completed by the end of next year.

A Jew Discusses Nietzsche. Philadelphia September 19.—Nietzsche's doctrine, based on his assertion "God is dead," are responsible for the war in Europe and such crimes as the Franklynch in this country, Rabbi Berkowitz declared in his Yom Kippur sermon yesterday. "The system of Nietzsche is at work to-day," said the rabbi, "and is responsible for the anarchy that has embroiled the nations of Europe in warfare. In our country, too, 'God is dead' for those who break down the restraints of law and order, such as intimidating courts, threatening governments and staining our history with such crimes as the Leo M. Frank lynching."

A Hunger Striker. Indianapolis, Sept. 18.—A hunger strike by a woman prisoner without any tinge of the suffrage question attached to it is being carried out at the Marion county jail in this city by Mrs. Maryland Susanne Krause, proprietress of an alleged "fake" school for girls. Arrested on a charge of obtaining money for a "fake" school, the prisoner has not touched food of any kind since her incarceration. The matron and authorities at the jail declare that no effort will be made forcibly to feed Mrs. Krause. Food, however, is being set before her regularly, and she can eat it or leave it. The woman made much ado over the loss of her pet cat, Hercules, and all efforts to appease her failed until arrangements had been made through neighbours to send animal regularly at her residence.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICE.

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GERMAN BUSINESS METHODS.

The members and friends of the Sales Managers' Association met again at the Holborn Restaurant, London, W.C., after the summer vacation, the occasion being the forty-fourth meeting dinner. Mr. O. J. Sabiston (Chairman of the Association) presided. After the dinner addresses were delivered by Mr. F. W. Wile, the Berlin correspondent of the *Daily Mail*; Mr. Francis E. Drake (Legation of Honour), Chairman of the American Chamber of Commerce in Paris; Mr. G. H. Roberts, M. P. for Norwich and Junior Lord of the Treasury; and H. E. Morgan. Mr. Wile's theme was "German Business Methods as I Knew Them." He said that Germany had acted in war as she had always acted in business. Her principle was the end justified the means. It used to be almost impossible for him (Mr. Wile) to reconcile the German business man's enterprise and industry with his simply incredible disregard for the ordinary principles of honour and propriety that prevailed among gentlemen in civilized countries. He remembered a joke at a Berlin theatre. A comedian was asked the meaning of the phrase "word of honour," and replied that it was something you gave when you did not want to bind yourself in a business way. That joke evoked peals of laughter night after night from sane and solid German business people. It went straight to their hearts because they knew it accurately represented the German idea.

The German business man was a strange combination of enterprise, astuteness and unreliability. He would meet you at the train with his motor-car, blow you off to an excellent dinner of unlimited courses and much liquid refreshment; he would take you to a theatre and to supper. The next day you would sign a contract with him, but he would begin to plot to cheat you from the minute the contract was signed. He would only keep the contract if it was in his interest to do so. If it was not, and if he found that evasion of the contract would not cost anything more than litigation, he would risk it, because he would then only be compelled to live up to what he had signed his name to, and there was always the chance of the winning. In fact, if you were a foreigner and sued him, the chances were nine to one that he would win. He (Mr. Wile) had been told that business on the London Stock Exchange was largely done by verbal agreement; such a thing was inconceivable in Germany, where not only a man's word could not be trusted, but even his signature could not be relied upon. In his own country (the United States) they had a thing called a "gentleman's agreement"; there was no such thing in Germany. When he began studying the German language, and asked the delightful German noblewoman who taught him the German word for "gentleman," she told him there was no such word, for there were no gentlemen in Germany. It was dangerous to

generalize about a nation, and, of course, there were a great many business men in Germany with a high code of honour, but German business people generally were a bad lot. Next to their disregard of the little proprieties that made business in English-speaking countries a joy was their inexplicable pettiness. A German would render you a bill and charge for the postage connected with the correspondence. He would go to law on a matter where Englishmen or Americans would charge it up to experience and let it go at that.

There was another side to the medal, of course—that was the wonderful organisation of German business. You could not live in Germany without learning to admire their zeal and the up-to-dateness of a great man of their commercial practices. Germany had become a business nation long after England had become the shopkeeper of the world; she had entered the race late but had employed intensive means to keep the pace. The average German business man got to his office by eight in the morning. He worked there until about two in the afternoon, and generally went home to lunch. He returned about four, did not knock off till eight, and when he went home he usually took a portfolio of papers on which he worked far into the night. A German business man would send his family to the seaside for the summer and go up for the week-ends, but he would always arrange to go with a customer or somebody he hoped would become one, so that no time should be wasted. He was usually a man of considerable intellectual breadth. He could talk more intelligently than the average business man of the United States, and on a range of topics outside his speciality. He was usually a linguist, and his knowledge of international politics was something quite profound. With business men of this type it was the most natural thing in the world for Germany to acquire increasing predominance as a trading nation.

Germany's greatest business was war, the German navy had been built for business reasons—to grab colonies and markets for German business. All German diplomacy in recent years had been business diplomacy. The Germans stirred up trouble in Venezuela a long time ago for the purpose of getting a commercial foothold in South America; they precipitated what looked like becoming a European war in 1911 in the hope of getting commercial advantages in Morocco. They were carrying on the war on a paper credit in the hope of being able to collect the damages from their vanquished foes—a hope which he trusted and believed would be disappointed. (Applause.) But the war would end some time, and afterwards English and German would have to do business together. Speaking as an alien friend, he hoped the Britishers would remember certain things that had happened during the war, and would not extend to German business men the limitless hospitality that had been lavished upon them in the past. He hoped that poison gas, submarine piracy, and sky murders would be the brand of Cain on the German forehead as far as

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Four-roomed flats in May Road possession on or about 1st November next. Modern appointments throughout including English baths and kitchen ranges, hot water, and water carrying system. A few flats specially designed to accommodate three bachelors at reasonable rents.

Four-roomed Houses in Gordon Terrace and Salisbury Avenue, Kowloon.

Two-roomed flats in Nathan Road, Kowloon. Windsor Lodge, Kowloon, six roomed house. Tennis Court. Immediate possession.

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Alexandra Buildings.

TO LET.—Office on 1st Floor, No. 14 Pedder Street. Apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—Offices at 2 Connaught Road. Offices in King's Buildings. Offices in Des Vaux Road Central.

Houses in Clifton Gardens, Conduit Road. New Houses in Broadwood Terrace.

Houses at the Peak. No. 21 Wongsichong Road. No. 1 Moreton Terrace, Causeway Bay.

Godowns at Wanchai. Godowns at New Praya, Kennedy Town.

No. 1, 2 and 3 West End Terrace Canton. Apply to—
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TO LET.—Ravenshill East, Park Road, containing 6 rooms, 3 bath rooms, servants quarters, &c. vacant 1st November. Apply Deacon Looker, Deacon & Harston.

TO LET.—"La Hacienda" E. No. 74 Mount Kellett Road. Victoria Lodge, No. 15 Peak Rd. Chater's Bungalow, No. 66 Nathan Road, Kowloon. Apply to CHATER and MODY, 3 Queen's Road Central.

trading with the British Empire was concerned. Remembering the Lusitania, he did not see why any Hamburg-America or North German Lloyd boat should ever again maddy the waters of a British port. Germany ought to have imposed upon her a perpetual indemnity in the shape of an embargo as far as resending profits in the British market was concerned.—E. W. and C. Intelligence.

ENGLISH BOY'S SERVICE IN THE RUSSIAN RANKS.

Promotion for Distinguished Conduct.

Petrograd. While the British public is applauding the deeds of daring and fortitude that its sons have been performing in all quarters of the globe during this war, it should be of interest to them to know that one modest boy of English blood has been upheld in the Russian Army the traditions of the service which are daily being vindicated in Flanders and in the Dardanelles.

When the outbreak of the war let loose the tide of carnage in Europe young John Wilton, then a frail boy of 17, secured, by special permission of the Tsar, the right to serve in the ranks of one of the famous regiments of the Petrograd Guards. Early in October he joined his regiment at the front and became one of the mounted scouts. For six months he took part in practically every big battle in which the famous corps was engaged, and these battles have been practically continuous. He was with the party of scouts which penetrated to the nearest point to Orscow and was at one time within eight miles of the city.

TO LET.

TO LET.—December 15th a Suite of two rooms with bath-room, Kitchen, verandah, etc. A third room if required. Furnished or unfurnished, board could be arranged. Upper Level. Apply to "May" c/o Hongkong Telegraph.

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THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Nos. 1 & 6 "Torres Buildings" Kowloon. Moderate rental. Ready for occupation. Apply to—SPANISH DOMINICAN PROCURATION.

WANTED.

WANTED.—Ship's Surgeon for a.s. "Aldenhams," sailing for Australian Ports about 28th November. For further particulars apply to Gibb, Livingston & Co.

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TIME TABLE.

WEEK DAYS.			
9.00 AM.	10.00 AM.	11.00 AM.	12.00 PM.
1.00 PM.	2.00 PM.	3.00 PM.	4.00 PM.
5.00 PM.	6.00 PM.	7.00 PM.	8.00 PM.

9.00 AM.	10.00 AM.	11.00 AM.	12.00 PM.
1.00 PM.	2.00 PM.	3.00 PM.	4.00 PM.
5.00 PM.	6.00 PM.	7.00 PM.	8.00 PM.

9.00 AM.	10.00 AM.	11.00 AM.	12.00 PM.
1.00 PM.	2.00 PM.	3.00 PM.	4.00 PM.
5.00 PM.	6.00 PM.	7.00 PM.	8.00 PM.

9.00 AM.	10.00 AM.	11.00 AM.	12.00 PM.
1.00 PM.	2.00 PM.	3.00 PM.	4.00 PM.
5.00 PM.	6.00 PM.	7.00 PM.	8.00 PM.

9.00 AM.	10.00 AM.	11.00 AM.	12.00 PM.
1.00 PM.	2.00 PM.	3.00 PM.	4.00 PM.
5.00 PM.	6.00 PM.	7.00 PM.	8.00 PM.

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The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 15, 1915.

THE GERMAN CONCESSIONS IN CHINA.

From a suggestion made by one of the Russian papers, which appeared in our wires of Saturday, it is evident that Britishers are not alone in realising that the German in China is as mischievous as he is elsewhere. The paper in question, the *Novos Vremya*, ventures even further than the British press has done, for it frankly "urges the seizure of all German concessions in China," on the grounds that the Germans there "are supplying arms and explosives to Chinese revolutionaries, and are organising bomb outrages." Hongkong people scarcely need to be told that the *Novos Vremya's* accusation is not just a wild and sweeping statement—provoked by animosity against Germany. While our friends at home have been busy watching the progress of greater matters, we in this Colony have lacked neither leisure nor opportunity to observe what is going on in our almost immediate neighbourhood, and we are fully aware that the German element in this part of the world constitutes a very appreciable danger to the well being of China and to the legitimate interests of the Allies in the Far East. We are also aware, unless we spend the greater part of our time in sleep, that the nearer their country draws to its downfall, the more dangerously (because the more recklessly) mischievous will the Far Eastern Germans become. The growing audacity of the proceedings of their brethren in the United States is, of itself, enough to assure us of this, even if we had no stronger proof immediately before our eyes.

Some of our readers will remember that, before the war was half an hour old, offensive pamphlets were plentifully circulated in this Colony, in Kwangtung Province—unquestionably the work of Germans—which represented the British Empire in as black a light as might be, and laid to it the entire responsibility for the war. The Hongkong Chinese were too loyal and too wise to receive these publications other than with ridicule, but in China proper it was necessarily quite another matter. Canton and all other Treaty Ports have been persistently employed as distributing centres for false war bulletins and for pamphlets calculated to discredit the British, which were deliberately intended for circulation among King George's subjects all over the East, from the Suez to Wei-hai-wei. As the outlook became blacker for Germany, so the output and the poisonous nature of these publications increased. Of late, too, operations have taken a more material turn, as witness the arm case in Shanghai, reported in our columns a fortnight ago. Even if this were an isolated case it should be quite sufficient to show that the German in China for no benefit to the Allies.

But we are faced with the question: Can anything be done in the matter? How the law lies in relation to Shanghai we have already been told by the Imperial Government. What Hongkong would now like to know is: Do the regulations concerning the Germans in Canton apply also to Shanghai, Nanking, Chefoo, Hankow and other ports where these sneaks abound? If they do—if the aliens cannot be turned out of the Settlements save by the Chinese Government itself—it becomes necessary for all such organisations as have influence, e.g. the China Association, to tell the Central Government very candidly the dangers to which it is exposing itself by harbouring people whose single aim is to stir up as much strife and to cause as much damage, political and actual, as is humanly possible. Needless to say, it is better that hints as to all this should come from non-Governmental bodies. Germany, in Britain's place, would not have hesitated to coerce China, as being the weaker nation, into doing her bidding, even as she sought to coerce Belgium into allowing the Prussian armies to pass through her territory. Britain scorns such methods and would never be a party to suggesting even the possibility of force. Nevertheless, that the Chinese themselves may not misunderstand it, it is better that representations in the matter should come from unofficial sources. Peking should be told, in language that is unmistakable, that nothing would suit Germany's schemes of world-wide mischief better than civil war or revolution in America and China. America is safeguarded from either of those terrors in a variety of ways; but is China so guarded? If the Peking Government will do nothing towards expelling the Germans, it will have only its own blindness and gullibility to thank for any internecine trouble that may arise in the future.

Mr. Winston Churchill.

Most of us who have followed the career of Mr. Winston Churchill will feel that the Premier got out of a difficulty very neatly by his remark that history would approve the actions of the onetime First Lord. A man must needs possess a lot of confidence in his own judgment and insight if he is prepared to say out squarely, at the present moment, how much the Government gained or lost by Mr. Churchill's membership of it. He is one whose work it is all the more difficult to sum up with perfect fairness, in that he has never known wide popularity and has, at times, been exceedingly and generally disliked. Such a man is bound, from his very consciousness of his unpopularity, to show his worse side to the public at times. When Mr. Churchill has not been doing this, he has usually been engaged in actually courting the world's good opinion—a course just as disastrous as flouting it. And now (not for the first time) Mr. Churchill shows himself to us with a very decided point on his lips; as in fact a disappointed and disgruntled schoolboy.

A Believer in Himself.

There is something un-English about his letter which will grate on all old-fashioned Britishers. It is the letter of a man who unmistakably believes in himself. Why was not that spirit knocked out of him at Harrow? Every man, of course, should believe in himself up to a healthy limit, but Mr. Churchill's belief is the sort of calm assurance that never fails to irritate all who come within reach; that positively morbid consciousness of infallibility that has marked so many men of the later 19th century: notably William of Germany, Friedrich Nietzsche, Oscar Wilde, Whistler, Rodin and Bernard Shaw. To snub such people is an impossibility; if their leading characteristic is not knocked out of them in their school days it never leaves them. Of course it may be said that, in fairness, one should include Beaconsfield himself in the list just given; and that is true to a very great extent. But there happens to have been a subtle something about him that forced people to like him, whereas the other men we have mentioned have been notoriously disliked save by their own immediate disciples. When, in the future, Mr. Churchill's work and influence come to be weighed, it will doubtless be found that his contemporaries have treated him pretty much as a former generation treated his ancestor, the first Duke of Marlborough—with a good deal more and a good deal less than justice.

THE THEATRE ROYAL.

Saturday Evening's Success.

In the multiplication of variety shows it is extremely difficult for the artists to keep clear of the too well defined line of repetition, so when one does by any chance drop upon one which misses the line by a good piece it is all the more refreshing. In this respect Mr. Horace Goldin's Company is unique, for they appear very effectively to have avoided any items which might in the nature of things lend themselves to a clashing with those which the theatre-going public have had served up to them for so long past that they would fain bury their heads in the sand when they see them coming along.

The Company, too, apparently have a happy knack of introducing into their programme new numbers at a moment's notice, as it were. This was plainly in evidence on Saturday evening. Miss May Moe and Mr. Bert Loywood, with commendable promptitude treated a fairly representative audience to jests with the gilt still upon them.

Mr. Gosward was quite as funny, the Misses Hayes and Crawford were quite as successful in their dancing and songs as they were previously and Miss Barbara Babington was again well-received in new numbers. The rest of the programme was also quite up to par.

DAY BY DAY.

HISTORY IS INDEED LITTLE MORE THAN THE REGISTER OF THE CRIMES, FOLLIES AND MISFORTUNES OF MANKIND.—Gibbon.

The Weather.
At the Peak 8 a.m. Temp. 65; drizzle.
Lower level 8 a.m. Temp. 75; drizzle.

The Mails.
European Mail.—Due to-day per s.s. Kashima Maru.
Australian Mail.—Closed to-day at 11 a.m. per s.s. Changra.
Siberian Mail.—Closed to-day at 1 p.m. per s.s. Hawaii Maru.
Siberian Mail.—Closes to-morrow at 3 p.m. per s.s. Liangchow.

The Dollar.
The rate of the dollar on demand to-day is 1/10 3/16.

To-morrow's Anniversary.
To-morrow is the 4th anniversary of the inauguration of the Suez Canal.

Dead Bodies Found.
Three dead bodies have been found in different parts of the Colony, by the police.
Mail per s.s. Hesperian Lost.
A mail from London for Hongkong dispatched on September 3rd 1915, per s.s. Hesperian has been lost at sea.

Alleged Larceny.
A case of alleged larceny from the Kowloon Wharf and Godown Company, was mentioned at the Police Court, this morning and remanded.

Theft of Bags.
For stealing bags from the Taikoo Sugar Refinery, a Chinese was sentenced to six weeks' hard labour and four hours' stocks at the Police Court, this morning.

Theft of a Chopper.
A sentence of one month's hard labour and four hours' stocks, was passed on a Chinese charged at the Police Court, this morning, for stealing a chopper at West Point.

Remanded.
At the Police Court, this morning, a remand was granted in a prosecution for unlawful possession of fifty tins of opium, Mr. Davidson of Messrs. Hastings and Hastings defended. Revenue officer Wilden, prosecuted.

Tobacco Fund and the Trams.
We have again to congratulate the Tramways Company on its kindly enterprise and forethought in connection with raising funds for charitable or patriotic purposes. During the first fourteen days of November the boxes placed in the trams, on behalf of the Cigarette and Tobacco Fund, have been responsible for the raising of no less a sum than \$54.17.

Using Drags in the Harbour.
Before Commander O. W. Beckwith R.N., at the Marine Court this morning, Acting Lance Sergeant George Dyke, charged Chan Mai, boat-woman with unlawfully using drags within the Harbour limits for the purpose of lifting articles from the bed thereof. A fine of \$10 was imposed. Chan Mai and Loung Ng boatwomen, were charged with the offence by Police Sergeant Robert Wills. The first defendant was fined \$20 and the other \$10.

THE UNION CHURCH.

Harvest Festival and Hospital Sunday.

Yesterday was Harvest Festival and Hospital Sunday at Union Church. The building was handsomely decorated for the occasion, the customary display of produce and greenery being supplemented by a number of flags tastefully arranged, lent by kind permission of officers of the Empress of Russia. Two large leaves supplied by Messrs. Wiseman, one in the similitude of a rice sheaf, formed a feature in the decorations. Collections were taken for the Alice Memorial Hospital, and it was announced that the fruit and other produce would be sent to the Naval Hospital, Wanchai, and the Military Hospital in Bowen Road. In announcing the offertory the minister, Rev. J. Kirk Macdonald, remarked that he feared it would suffer on account of the day being one of the too numerous volunteer field days.

NOTES ON THE CRISIS.

IN PERSIA.

Greece and the Balkans.

General Councils "may err and sometimes have erred," says one of the Articles of the Book of Common Prayer. We don't know about that but we do know that the statement might well be made to apply to all newspapers and some "Italian stories." By the combined sagacity of Renter and the Home censorate we are enabled to print one of these Italian stories—to the effect that Greece and Germany, like righteousness and peace, have kissed each other, or are at least doing quite a lot of pretty flirting. We would rather Renter took responsibility for the story. If "four high German officers" have been allowed to go fooling round the Allies' camp at Salonica and to motor here there and everywhere, it seems a little strange that the British Government should not have been informed of the fact in time to stop that kind-hearted loan of a few days ago. Also it is strange that Messieurs Scoulandis and Venizelos should have had no opinion to offer on the subject. We are prepared to find that Renter may utilise some of his off time in the fairly near future in informing us that "there is no truth" etc.

German Influence.
At the same time it must be said that the man who trusts the average Greek unreservedly possesses quite the full measure of human credulity. The ancient heaped the Greeks when they brought gifts; we of to-day may feel inclined to fear them when they receive loans. One of the newer wires describes the attitude of suspicion as having spread to France but adds that "London refuses to share the consternation." When, like Huckleberry Finn, "you come down to the cold facts" it may be that it is the influence of a Hohenzollern princess who happens to be married to the Greek King which we should fear, rather than the Greeks themselves. However it may be, it is to be hoped that the Allies will lose no time in making Greece understand that perfidy on her part will carry its own punishment. But perhaps events in Serbia may be sufficient to decide her not to listen to German lies and blandishments. So far as can be seen from the overnight cables, it would seem that the Austrians are not altogether happy at the turn which matters there are taking; and while the talk is going on, the Allied re-inforcements are growing nearer—or should be growing nearer—to joining up with Serbians—to Germany's discomfiture and Bulgaria's ruin.

The Germans in Persia.
The Russian papers appear to take quite a grave view of Germany's fooleries in Persia, and as they are usually far better informed than the average British is prepared to believe they have a right to be listened to. As with all the other p's German diplomacy that one hears of from time to time, the enemy's performances in Teheran are so transparent as to be almost laughable. Of course there is a good side to it all, for, underlying the entire propaganda, is a very definite admission that Germany despairs of conquest on the battle field and is fain to content herself with trying to make other people do the fighting. It seems to us that it is now very much a question of taking time by the forelock down in Persia. The Allies have strong cards enough if they choose to use them and not to allow themselves to be bumpered too much by nice consideration for others which is not appreciated.

Gold for Paper.
Paris, September 23.—The Bank of France announces that up to to-day a total of four milliards 500 million francs of gold, has been exchanged against paper money in France. After Paris, Bordeaux with 27 millions, Marseilles with 18, Lyons with 13, are the towns which have yielded the largest sums in gold.

LAST NIGHT'S OPEN AIR FETE.

On Behalf of the Society of St. Vincent de Paul.

In spite of threatening weather and a doubt in the public mind as to whether the festival would take place, there was a remarkably good attendance at the open air festivities in the compound of the Catholic Cathedral last night. The fete is an annual one and its object is to raise funds for helping the work of the Society of St. Vincent de Paul, an organisation for benefiting the poor of all classes and creeds.

His Excellency the Governor and Lady May attended early and remained during the greater part of the evening. Others present were the Right Rev. Bishop Pozzoni, the Cathedral clergy, several of the Councils, with other well known residents. The scene was a very pretty one and all the stalls were very tastefully arranged. The band of the Philharmonics played some good selections at intervals during the evening.

Among the stalls calling for special mention are those of the Catholic Women's League, and the Boy Scouts, the former under the charge of Mesdames J. O. Remedios and L. G. Xavier, assisted by several members of the League, and the latter under the management of Scout Master Edwards, and staff. The Jesuit St. Aloysius which was furnished by Mme. Flint, was under the charge of Miss Flint, the Misses Oastro, and others. The pavilion for Special Prizes, Pictures and American Prizes, and the shooting Galleries as well as the refreshment department, were also exceedingly well arranged.

The decoration was that of Mr. F. A. V. Ribeiro. A detachment of the Police Reserve guarded the compound.

Following is the list of ladies and gentlemen who kindly lent their assistance to the Bazaar.

Reception Committee. Rt. Rev. Bishop Pozzoni, Mr. A.M.O. da Silva, President General of the Society, Mr. Max A. dos Remedios, (Cathedral President), Chev. J. M. Alves (Kowloon President) and Mr. H. D. xon (Wanchai President) and the Misses Loureiro and Scout Master Edwards; the Scouts formed in two lines on the arrival of H. E. the Governor and Lady May.

Catholic Women's League Stall.—Mesdames J. O. Remedios, L. G. Xavier, M. Loureiro, G. P. Jordan, Stewart, Carreira, Summers, Charlton, E. Antonin, the Misses L. and M. Loureiro, Esther and Bertha Xavier, Elfrida Osmond, Marie Rozario, Eva Summers, Elsa Gardner, L. and O. Montalto Jesus, Edith Carvalho, Celina Rozario, Bertha Bishop, Olga Carvalho and Leabirel. Pavilion of Special Prizes.—The Misses Carolina Lopes, Angela Alves, Gardner, Edith Carvalho, Remedios, Colacao, Basto, Maria Remedios, Evelina Lopes, Mr. and Mrs. J. C. V. Ribeiro, Mr. and Mrs. O. M. S. Alves, Mr. and Mrs. S. A. Lopes, Messrs. J. M. Noronha, E. J. Noronha, J. L. S. Alves, Carlos H. Lopes, H. J. Lopes, P. O. Roza, J. M. Brito, B. D. Baptista and Inspector F. Fisher.

Refreshment Department.—Mrs. Jenkins and her friends and Capt. Halliday R. G. A.

Souvenir Stalls.—Members of the Society of St. Vincent de Paul, Scouts Stall.—Jocut Master A. J. Edwards and Staff.

Pictures Stall.—Mr. and Mrs. J. D. Osmond, Mr. and Mrs. J. A. V. Ribeiro, the Misses O. M. V. Rozario, Evelyn Luz and Ribeiro Mr. and Mrs. E. M. Ozerio, the Misses O. Pereira, D. Antonio, Esther Sequeira, M. Rozario, Messrs. A. O. Barradas, J. A. Barradas, J. O. Remedios, A. C. Rozario, V. A. Rozario, I. Costa and H. R. Sequeira, A. F. Remedios, F. Antonio, A. J. Osmond and L. A. Osmond.

Shooting Gallery.—Mr. and Mrs. A. J. V. Ribeiro, Messrs. J. F. Castro, V. F. d'Azevedo, A. A. d'Azevedo, R. F. Luz, A. M. Luz, F. Antonio, A. C. V. Ribeiro, A. A. Botelho, and J. Soares.

Cinematograph Show.—Scout Master A. J. Edwards and Staff. Bar.—Messrs. A. G. da Rocha, A. V. Barros, M. V. Leon, M. Barradas, B. M. Cunha and O. M. Castro. American Prize Stall.—Mr. Mrs. and the Misses A. F. Osmond, Botelho.

JOTTINGS BY THE WAY

"History will justify Mr. Churchill," says Mr. Asquith. Maybe poor History has taken a good many big jobs on its shoulders a one time or another, and may have got used to hard work by now.

The presence of a theatrical company at the City Hall is hailed by a section of the Hongkong public as giving yet one more opportunity for beating time to the music with feet, umbrellas or walking-sticks.

Our educated comp. has done nothing more thrilling this week than converting "D.S.P. Reserve" into "D.S.O." To that we take no particular exception but if, one of these days, he should elect to contract "F.F.I.S." into "F.R.S." we and the Royal Society will both have something to say.

Definitions of "the limit" were asked for by a Home paper not long since. We won't venture on a definition, but we have great pleasure in supplying an illustration. The limit, to our humble way of thinking, is reached when an irrepressibly jovial and exceedingly drunken man implores a testot friend with a rooted objection to churchyards to accompany him, in a drizzling rain, to a funeral.

Says the *Philadelphia North American*: "Dr. William Forgo, sponsor of the scheme to send William Jennings Bryan to Europe to bring about a settlement of the war, has arrived here on his way to Washington." So that's what William Jennings Bryan is after—Dree cheers for Bryan!

A recent *Telegraph* heading has the following: "Daylight saving advocate leaves \$557,000." Makes the daylight; so seems to us to have saved something a deal more tangible and profitable.

We learn from Straits papers that Dr. Cook, of North Pole fame, is exploring Dutch Borneo. We shall be rather disappointed if he doesn't discover something or other that Alfred Russel Wallace overlooked. He can't have exhausted every research possibility down there.

By an oversight a paragraph sub-headed "Anchor carried away" in a recent issue of the *Telegraph* was placed under the heading "Impudent Theft". It should have gone into the Sport column. We hope the man who performed the feat will see and accept this apology.

"England at her last gasp" says the *Koelnische Zeitung*. Exactly; the gasp that will swallow Germany.

"The Balkans in Arms" says the *Daily News*—and quite a catchy heading too. We rather think of following on with "Greece in swaddling clothes."

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

	Nov.	1	...	Tons	185
		2	...	...	182
		3	...	...	176
		4	...	...	168
		5	...	...	157
		6	...	...	160
		7	...	...	175
		8	...	...	151
		9	...	...	172
		10	...	...	161
		11	...	...	156
		12	...	...	160
		13	...	...	163
		14	...	...	159
Total to 14th inst.					2288
daily average					163.43

Messrs. Manoel Baptista, J. O. Barreto, A. C. Botelho, F. Jorge, D. Baptista and A. M. O. Remedios.

Exchange Tickets.—Mr. N. U. Botelho and friend.

Sale of Tickets at the Gate.—Messrs. J. A. C. V. Ribeiro, Arthur M. Sousa, J. C. dos Remedios and Jose Cupertino da Silva.

General Supervisor.—Mr. G. S. Botelho.

THE TSENG MURDER.

LATER DETAILS.

WORK OF ALLEGED
REVOLUTIONARIES.

One of the most sensational crimes that has ever been committed in Shanghai says the N. C. Daily News of November 11 took place at the junction of the Garden Bridge and the Whangpoo Road at about 11.15 yesterday morning, when the guests were arriving at the Japanese Consulate for the reception on the occasion of the Japanese Emperor's Coronation. About the time stated, Admiral Tseng Ju-cheng, Military Governor of Shanghai and Chief Director of the Kiangnan Arsenal, accompanied by his secretary, was driving to the reception in a Delage car, and, as the car was negotiating the tramway rails at the Garden Bridge turn, opposite the Astor House, when it had to slow down on account of the traffic, a Chinese threw a bomb, and immediately two men rushed after the car, at the same time drawing revolvers, and firing at the occupants. They jumped on to the footboards, one on either side, and emptied shot after shot into the car, which was an open one.

The bomb was actually thrown at the car from the corner of Whangpoo Road on the Garden Bridge side and it must have passed over the car towards the main entrance of the Astor House. Fortunately there were no people at that spot. After the bomb had been thrown the two assailants ran from each side of the road to the rear of the car and began firing at Admiral Tseng. For some reason the motor car pulled up, probably on account of the traffic, and the two men boarded the car and fired at point-blank range.

Inspectors Johnson and McGregor were near by and they rushed towards the car as the murderers were about to make off in the direction of Astor Road. Inspector McGregor tripped up one man and fell on him, while the second man turned and pulled the trigger of his revolver at Inspector Johnson, but fortunately the weapon was empty and the inspector hit the man over the head with his cane and closed with him both rolling in the road. The police officers immediately overcame the miscreants.

A little later a foreigner picked up a medallion which it is believed was one of the Admiral's decorations and was shot off his breast. It was handed to the police.

Admiral Tseng was at once removed to St. Luke's Hospital, but on arrival life was found to be practically extinct. His secretary was also wounded, and taken to the hospital and died subsequently. Later in the day the body of Admiral Tseng was taken to the Hongkong Police Station, and, at 2.30 in the afternoon, the ambulance was placed in a hearse and removed to the Kiangnan Arsenal. An examination of the car showed that it was riddled with bullets, many going clean through the upholstery and woodwork, while the wind screen was smashed to pieces.

The assassins were armed with Mauser pistols and they discharged some eighteen shots in rapid succession, Admiral Tseng being wounded in sixteen places, and it is stated that no fewer than five wounds were in the neck.

A great deal of credit is due to the Police, who so promptly arrested the armed men. Inspectors Johnson and McGregor. The prisoners are northerners, it is believed and they are popularly supposed to be anti-monarchists and to have come from Kirin province. Both men were well dressed and their behaviour aroused no suspicion at a place where there is always a large stream of traffic and people waiting for the different trams. It is stated that about 200 rounds of ammunition were found on the prisoners, one of whom attempted to shoot the police.

Admiral Tseng, who was fifty-five years of age, was born in the province of Chihli and received his early education in the Tientsin Naval School. He went to Great Britain in 1878 and studied for four years at the Greenwich Naval College. Returning to China in 1882, he joined the Chinese Navy, in which he

served for a number of years before being transferred to the Paoingfu Military School to take charge of that institution.

His next appointment followed the formation, by Prince Tsai Hsun, brother of the Prince Regent, of the Chinese Naval Board, on which he obtained a responsible position. When Prince Tsai went on his famous mission to Europe and America, Admiral Tseng accompanied him, later returning to his duties at the Naval Board. When Yuan Shih-kai was elected President of the Republic, Admiral Tseng served under him.

In July 1913 he was sent by Yuan Shih-kai to Shanghai, and he was the officer who defended the Arsenal against the rebels in that year. Subsequently Admiral Tseng was appointed Military Governor of Shanghai and a few months ago was given the rank of Chiangchun.

The murdered man leaves a widow, three sons and one daughter. His widow is in Shanghai at the present time, his eldest son is in the army, his second son studying in the Nobles' School in Peking. His daughter is eight years of age and his youngest son six years.

Foreigners in Shanghai came into contact with Admiral Tseng more perhaps than with any other Chinese official who has office here with the exception of the Envoys for Foreign Affairs. He was a strong man, powerfully built, with a fine head. Although his English was not particularly good, he always welcomed at the Arsenal any one who wished for information that he could give without prejudicing the Government of the country. He was a firm official and gave one the impression of being a man who strove to do his duty well and to administer affairs with the greatest justice and fairness to his fellow-countrymen. Whenever there has been distress in Shanghai he has been the first to do his utmost to alleviate it.

When rumours of danger were circulated in the city and the Settlement, Admiral Tseng was never disturbed, because he placed the utmost reliance in his troops, who were principally northerners, and had a strong affection for him.

During the revolt of 1911, Admiral Tseng displayed great ability as a military commander, and foreigners in Shanghai welcomed the announcement of his retention in this post. In dealing with revolutionaries and other criminals, he was exceedingly firm, but it is impossible to believe that such a man ever acted except with a full conviction that he was doing the right thing and that the steps he took were necessary in the interests of his country.

It will be remembered that a short time ago an attempt was made to assassinate the Admiral as he left a jetty on the French Bund after seeing his wife off to the north. On that occasion a bomb was thrown at him and it exploded against a wall, but he stepped into his car and drove away unhurt.

All sorts of rumours have been circulated of the determination of certain people to assassinate him and it is stated on good authority that he was warned and urged not to attend the reception at the Japanese Consulate in uniform. But Admiral Tseng took no notice of the warning and drove in full uniform in an open car through the Settlement, with only one armed guard sitting at the side of the chauffeur.

A correspondent, who knew him intimately writes:—"A gallant gentleman has been done to death in the Settlement. All who knew him must think of him as courteous, brave, intelligent and firm, and of the highest integrity—an example of simple-minded devotion to duties that would serve for the best; and he has been fully murdered by his own countrymen."

"Wretched China, where such a deed is not merely possible, but, given the opportunity, probable! Wretched Settlement, where in such a crime has been perpetrated! Wretched and disgraced Settlement indeed! Hotbed of crime! Deliberate asylum for criminals. Deliberate not, of course, in the sense of willing, but in the wilful abatement from those steps necessary to amend the conditions."

"But many good come out of evil. May the foul blot on the Settlement be washed out, as far as possible, by causing it to be

A YEAR AGO TO-DAY.

LEADING EVENTS IN THE
GREAT WAR.

Extracts from the war news contained in the "Hongkong Telegraph" of November 15, 1914.

War Vote.
A credit is announced of 225 millions for war expenditure. The credit defrays expenses to April next, and also gives assistance to the Dominions. The Allies are raising funds for temporary advances made of \$3,000,000 to Belgium and \$300,000 to Serbia. A Japanese torpedo boat has been sunk by a mine in Kianochan Bay, while sweeping.

Big Shipping Boom.
There is a sudden boom in shipping, as a result of the scarcity of cargo steamers and the demand for carriers of grain and other cargoes. Some freight-rates have more than doubled and no vessels are changing hands for early November now. The price of steamers is rising daily, owing to the influx of buyers.

The Indian Situation.
The situation in India continues anti-factory. Meetings of influential Mohammedans to express unswerving loyalty to British Government continue to be held all over India and the Viceroy has received many resolutions and letters to the same effect. Recruiting also continues excellent. Situation on North West Frontier is normal. Mussulmans generally appear to realise that Turkey's entrance into the Triple Alliance is due to political intrigue and is in no way religious.

French Official Report.
On the 11th the action continued as violent as before with alternate advances and retreats but without importance. The fighting front has sustained no change since the evening of November 10. British troops have repulsed German attacks on the line from Nieuport to Ypres Canal and the outposts of Ypres, more especially the offensive by portions of the German guard. French troops have repulsed counter-attacks near Vailly and have strengthened themselves in the position they captured. They have also made progress at Berry-au-Bac.

Official Entry into Tsingtau.
Governor Waldeck will sail from Sha Tau Kou, eight miles east of the city of Tsingtau, on Nov. 14. The ceremony of entering Tsingtau will take place on Nov. 16. The number of prisoners is about five thousand.

come a means of regeneration—by cleaning the Augean stables of the Settlements' criminality.

"Were this so, Admiral Tseng would himself consider that his life had been well expended for the purpose."

"Admiral Tseng's official career both in the Chinese navy and army was a brilliant one, writes another correspondent, a Chinese. "He had only recently been raised to a Chiangchun, and prior to that he had the First Order of the Striped Tiger conferred upon him. He has rendered very valuable services to the Government, the most conspicuous being his heroic defence of the Shanghai Arsenal, against great odds, since his appointment to the Military Governorship here. He was also untiring in his efforts to improve the civil administration at this port."

"The reforms introduced in the city such as the improvement of roads and adequate policing of the Chinese quarters, have been made under his direction. Throughout his tenure of office here he has always shown the utmost consideration to the merchants and people, who learned to respect and love him. He was, upon two occasions at least, about to leave this port for Peking, when at the last moment, the order for his departure was countermanded. On the other hand, he has never manifested the least sympathy with the hardened rebels, many of whom have been shot and imprisoned at the Arsenal and not a few sent to their doom to Peking, Nanking and elsewhere."

"Thus, while there is no doubt that he was honoured and beloved by the masses, who owe him much for the temporary protection given them and for the lasting benefit conferred upon the place, it is equally certain that he was hated by revolutionaries."

DAIRY FARM NEWS.

YOU

CAN ALWAYS GET FROM US THE BEST QUALITY LOCAL

BEEF AND MUTTON

AND

AUSTRALIAN
FROZEN MUTTON, LAMB,
RABBITS AND HARES.

OUR FRESH MILK
AND OTHER DAIRY PRODUCTS
ARE
THE BEST IN THE EAST.

TELEGRAMS.

OBITUARY.

SIR PATRICK PLAYFAIR.

(Reuter's Service To "The Telegraph.")

London, Received November 15.
The death is announced of Sir Patrick Playfair, Kt., a member of the firms of Barry and Company, Calcutta, and J. B. Barry and son, London.

[The following telegrams appeared in our special edition of yesterday:—]

OBITUARY.

GENERAL BURNETT.

Received November 14.
The death has occurred of General Sir Charles Burnett, K.C.B., K.C.V.O., who acted as Military Attaché in the Russo-Japanese War, 1904-5.

RETURNED UNOPPOSED.

Received November 14.
The well-known ship-owner, Mr. J. H. Co., has been elected, without opposition, as M. P. for Cardiff District.

BY DESIRE OF NATIVE
GOVERNMENTS.

Received November 14.
It is announced in the Gazette that the Gilbert and Ellice Islands in the Pacific, which have hitherto been Protectorates, have been annexed by desire of the native governments.

A BELGIAN'S TROUBLES.

Ricksha lost in the Harbour.

A Belgian named Felicien Barbiaux, residing at the Tokyo Hotel, was charged before Mr. Lindell, at the Police Court, this morning, with being drunk and disorderly and pushing a ricksha in the Harbour at West Point. There was also a charge against the defendant, of having stolen from the latter, \$15, a purse and some papers which included an agreement to work at the Belle View Hotel as a cook.

Barbiaux said he was awakened in the ricksha by feeling the coolie's hand in his pocket. When he tried to catch the coolie the latter pushed the ricksha into the Harbour and called for the police so as to put a different complexion on his conduct.

Inspector O'Sullivan in asking for a remand said the coolie charged Barbiaux with pushing the ricksha into the Harbour. The ricksha had not been found since (laughter) although a Chinese constable said he had seen it in the Harbour just after the incident.

The case was remanded.

VIOLENT METHODS

Are unnecessary to conquer that bitter enemy of civilization Rheumatism. All its forms, including Rheumatic Gout, can be cured permanently, safely, and inexpensively by Little's Oriental Balm. No matter how much pain your Rheumatism is causing you. No matter if you have tried a dozen oils, ointments and embrocations without material relief. Here is a remedy that gets down to business at once, and knocks out every vestige of pain. It is the only thing you can depend upon with certainty. It never disappoints. Helpless cripples have left the hospital with their last hope gone. Scarcely they tried LITTLE'S ORIENTAL BALM. Got relief and final cure. What the medicine did for them, it will do for you. Don't let another day pass without it.

Sold at 1s. 4d. per bottle.

Agents for Hongkong,
Messrs. A. S. WATSON & Co. Ltd.

TO-DAY'S
ADVERTISEMENTS.

WANTED.

WANTED.—Gentleman (English) wishing to better himself seeks position of trust. Local references. Apply Box B. c/o Hongkong Telegraph.

CANADIAN PACIFIC
RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP
LINE.

NOTICE TO CONSIGNEES.
S.S. "MONTEAGLE."
(From VANCOUVER, B.C.)

The above-mentioned steamer having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf, and Godown Co.'s Kowloon Godowns where delivery can be obtained.

Goods on hand after the 22nd. Nov. 1915, will be subject to rent. No Fire Insurance will be effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination. No claims will be admitted after the goods have left the Godowns.

D. W. CRADDOCK,
General Traffic Agent.
Hongkong, 15th November, 1915.

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction on
FRIDAY,
the 19th November, 1915, commencing at 11 a.m. at No. 91, Praya East.

A Large Quantity of Ship-chandlery Stores and Electrical Goods etc., comprising:—

Taps and Dies, Ratchet Braces, Augers, Spanners, Hammers, Chisels, Port and Starboard Lamps, Engine Oil, Paints and Varnishes, Asbestos, Asbestos Packing and Mill-Board, Sheet Rubber, Canvas Hose, Cotton Belting, Gauge, Glasses, Clock Work Lubricators, Cherub Ships Logs, Diver's Helmet and Pump, Linoleum, 7 cases Marine Glyco, etc., etc.

Electric Table and Ceiling Fans and a large assortment of Lamp Bells and Shades also

2 Rice Mills
1 Remington Oil Engine
40 Kerosene Vapour Lamps and Reservoirs
40 Hand Fire Extinguishers
5 Cases Toilet Soap
120 Cases Fire Extinguishing Powder, etc., etc.

On view from Wednesday, the 17th inst.

Terms:—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.

EVENING DRESS ESSENTIALS

TIES

COLLARS

SHIRTS

WAISTCOATS

GLOVES

SOCKS

PUMPS

EVERYTHING OF THE NEWEST AND IN THE BEST TASTE

MACKINTOSH & CO., LTD.

Men's Wear Specialists

10 DES VŒUX ROAD.

WM. POWELL, LTD.

SPECIALISTS IN GENTLEMEN'S WEAR.

JUST RECEIVED

THE LATEST

SHIRTS

IN

CAMBRIC. TAFFETA. FLANNEL. ETC.

FROM \$2.75

WE GUARANTEE ALL COLOURS FAST DYE.

J. ULLMANN & Co.

SPECIAL SALE

IN

GOLD POCKET WATCHES

Accurate Timekeepers

Absolute Bargains

Every Watch is Fully Guaranteed.

COLUMBIA

GRAFONOLAS

and RECORDS.

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG
and DANCE.

ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS.

"FAVOURITE" 6, Des Vœux Road Tel. 1322

GILMOUR THOMPSONS

Royal Blend Whisky

Fit for a Prince



Mouse—Where's that d-d cat now?

PRICE PER CASE 1 DZ. OTS. DUTY PAID \$21.00

SOLE AGENTS

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

Tel. No. 135, 6, Queen's Road Central, Hongkong.

SHIPPING

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East—18, DES VOEUX ROAD, HONG-KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application. Chief Office—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	6th Dec.	15th Nov. at noon.
TAIYUAN		11th Dec.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, Nov. 10, 1915.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
MONDAY, 15th NOVEMBER.

10.00 p.m. Honam. | 4.30 p.m. Kinshan.

TUESDAY, 16th NOVEMBER.

8.00 a.m. Kinshan. | 8.00 a.m. Fatshan.
10.00 p.m. Fatshan. | 4.30 p.m. Honam.

Single Fare by Night Steamer	6.00
Return Fare by Night Steamer (also for day Steamer)	10.00
Single Fare by Day Steamer	4.00
Return Fare by Day Steamer	8.00

HONGKONG-MACAO LINE.

s.s. Taishan. Tons 2008. | s.s. Heungshan. Tons 2008.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st NOVEMBER.

The Company's Steamship HEUNGSHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., and THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Salmun, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.
HOTEL MANSIONS (First Floor)
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Hirano Maru Capt. Fraser Katori Maru Capt. B. Kon	T. 16,000 Nov. at noon. T. 20,000 Dec. at noon.

VICTORIA, B.C. and SEATTLE via Shanghai, Kobe, Yokohama, and Yokohama	Aki Maru Capt. Nona Tamba Maru Capt. Nagasuye	T. 12,500 Nov. at noon. T. 12,500 Dec. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Hilachi Maru Capt. Tominaga	T. 13,500 Nov. at 4 p.m.
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CALCUTTA via Spore, Penang & Rangoon	Kawachi Maru Capt. Kurozumi	T. 12,500 MONDAY, 15th Nov.
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BOMBAY via Singapore, Malacca and Colombo	Kirin Maru Capt. Sasaki	T. 8,000 FRIDAY, 12th Nov.
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SHANGHAI, Moji and Kobe	Iyo Maru Capt. Okamoto	T. 12,500 THURSDAY, 18th Nov.
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SHANGHAI, Kobe and Yokohama	Hakata Maru Capt. Kawashima	T. 12,500 MONDAY, 22nd Nov.
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NAGASAKI, Kobe and Yokohama	Nikko Maru Capt. Takeda	T. 9,600 MON. 13th Dec. at 10 a.m.
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SHANGHAI, Kobe and Yokohama	Kashima Maru Capt. Tabusa	T. 19,000 TUES. 16th Nov. at 10 a.m.
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Fitted with wireless telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 550.
" 2nd Single " 400.	" 2nd Single " 360.
" 1st Return " 900.	" 1st Return " 825.
" 2nd Return " 605.	" 2nd Return " 550.

To London, Southampton, Liverpool via New York	\$50.19.0
" " " " " "	Montreal \$50. 3.0

To Victoria, Vancouver, Seattle, 1st Single	\$25.
" " " " " "	1st Return \$37.10/—

To Sydney, 1st Single \$40.	To Melbourne 1st Single \$41.
" 1st Return \$72.	" 1st Return \$73.16/—

To Yokohama, 1st Return \$150.	To Kobe 1st Return \$135.
" 2nd " \$ 90.	" 2nd " \$ 83.

Round-the-World, Yen 1,045.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
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H'HOW, PHOI & H'PHONG Kaitong	16th Nov. at 9 a.m.
MANILA, CEBU & ILOILO Tean	16th Nov. at 4 p.m.
SHANGHAI	16th Nov. at 4 p.m.
SHANGHAI	18th Nov. at 4 p.m.
W'WEI & TIENSIN	21st Nov. at 4 p.m.
MANILA, CEBU & ILOILO Chinhua	23rd Nov. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhu," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck; aft on "Taming" & "Tean."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Liangchow," "Luchow," "Yingchow," and "Sinking," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 38.
Hongkong 15th November, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnight Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodax	JAPAN	14th Nov.	17th Nov.	JAVA
Tjilink	JAPAN	19th Nov.	22nd Nov.	JAVA
Tjilwongx	BATAVIA	27th Nov.	4th Dec.	SHAI

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Fetherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building. [15]

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement Tons & Speed Leaves Hongkong

Shinyo Maru 22,000 - 21 knots Sunday, 28th Nov., at noon.

Tenyo Maru 22,000 - 21 knots Tuesday, 30th Nov., at noon.

Nippon Maru 11,000 - 18 knots Tuesday, 14th Dec., at 10.30 a.m.

(Cargo steamer) Thursday, 23rd December.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £95.10.

" " San Francisco £45. " " £68.

† Cargo only. Omitting Shanghai.

* VIA MANILA, OMITTING SHANGHAI.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-ARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, OAILAO, IQUIQUE and VALPARAISO. THENCE BY TRANSANDRAN ROUTE TO BUENOS AIRES, ETC.

Saiyo Maru 14,000 - 15 knots Wednesday, 10th November.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291 KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

(MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenharn	27th Nov.	28th Nov. 10 a.m.
St. Albans	18th Dec.	14th Dec. 11 a.m.
Empire	7th Jan.	3rd Jan. "
Eastern		3rd Jan. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-Seath China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	TUES. 16th Nov. at 2 p.m.
Haiching	W. O. Passmore	FRI. 19th Nov. at 2 p.m.
Haikun	J. S. Thomson	TUES. 23rd Nov. at 2 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

LOG BOOK.

Japanese Steamer Ashoro. The steamer Toyotomi-maru, 2,447 tons, which was bound for Shanghai from Hokkaido, with a cargo of lumber ran ashore on Quelpart Island, Southern Korea, during a dense fog. The Yama-shina salvage office at Moji has been requested to undertake operations and the salvage steamer which returned on Wednesday from assisting to refloat the Fukuoka-maru in the Inland Sea was immediately despatched to the scene of the accident.

Charter Markets of Japan

and Europe.

All available Japanese cargo-boats for ocean-going service have been contracted for time or long-term-charter for delivery next year. Only recently, the M. E. K. has chartered 15 vessels, the O. S. K. 7, the N. Y. K. 4, the T. K. K. 2, the Hokkaido Colliery Steamship Co. 4, and the Mitsubishi Co. 3, all for employment next year. A brisker demand for larger-typed Japanese cargo-boats comes from Western markets. The s.s. Tozan Maru and Tenzan Maru have been chartered for one year each at the rate of 13 shillings per deadweight ton by a London firm. The s.s. Tenryu Maru has contracted to serve as a carrier at 75 shillings per ton between Saigon and Marseilles.

Seattle Dock Company.

The rapid development of trade with the West Indies and South America has resulted in an enormous demand at New York for ships of 6000 and 8000 tons, and adapted to passenger traffic. The Seattle Construction and Drydock Company is building for the New York and Cuba Mail Steamship Company, generally known as the Ward Line, two ships of 6000 tons each for the West India trade. The Ward Line is said to be one of the bidders for the Pacific Coast Steamship Company's liner Congress, now plying between Puget Sound and California ports. It is admitted by the Pacific Coast Steamship Company that so high a price is offered for the Congress that the company may be unable to resist the temptation to sell. The Congress has not been offered for sale, however, nor is the sale of any other of the company's liners under consideration.—Vancouver World.

Dangerous Rocks Discovered.

Jean H. Hawley, of the Coast and Geodetic Survey, in charge of a wire-drag party on the coast of Massachusetts, west side of Cape Cod bay, reports the discovery of a large boulder, with a depth of 15 feet at mean low water, in latitude 42° 09' 27.5" north, longitude 70° 40' 43.6" west. Bearing 49° true (NE. by E. 5/8 E. mag.) from this rock at a distance of 550 yards a rock at a depth of 22 feet at mean low water was found. The 15-foot boulder lies 1 mile from shore 3 miles southward of the entrance of Scituate Harbour. It lies between soundings of 41.2 fathoms on the chart, which are the depths indicated in the vicinity. Numerous other rocks have been found with less depths, than charted. The most dangerous one has a depth of 41.2 fathoms, and lies 3 1/2 miles from shore and 5 7/8 miles southeastward from Scituate Harbour, in latitude 40° 09' north, longitude 70° 30' 32" west. The least depth shown on the chart in its vicinity is 8 fathoms. These dangers lie near the track of vessels from Boston to the Cape Cod Canal.

"Leave it to Joffre."

Paris, September 23. General Zurlinden, ex-Minister of War, writing in the Gaulois under the heading of "Should We Attack" says:—"In order to settle the always formidable question as to whether we should attack, we must simply leave the matter to our eminent and illustrious commander-in-chief. General Joffre has already saved us in circumstances much more difficult, and trying than those which exist to-day. He has already shown that he possesses all the qualities of a great leader—loftiness and strength of character, far-sightedness, determination to conquer, and luck.

Oysters, Fresh, Fried or Stewed

Plaidon: Haddock, Kippers, &c.

ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
TIENSIN via W'wei.....	Chipshing	Tues., 16th Nov. at d'light
SHANGHAI via Swatow.....	Hopsang	Tues., 16th Nov. at 8 a.m.
HOIHOW & Haiphong.....	Taksang	Tues., 16th Nov. at 3 p.m.
S'PORE & Sourabaya.....	Fooshing	Thur., 18th Nov. at d'light
SHANGHAI.....	Choysang	Thur., 18th Nov. at noon
S'HAU, Kobe & Moji.....	Lalsang	Thur., 18th Nov. at 3 p.m.
S'PORE, Pang & Calcutta.....	Ku'sang	Sat., 20th Nov. at 3 p.m.
MANILA.....	Loongsang	Sun., 21st Nov. at d'light
SHANGHAI.....	Yusang	Tues., 23rd Nov. at d'light
Kobe & Moji.....	Yatsing	Fri., 26th Nov. at noon
SANDAKAN.....	Mausang	Sat., 27th Nov. at 3 p.m.
MANILA.....	Yuensang	

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. General Managers.

R.M.S.P. THE ROYAL
MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

HOMEWARD.

For	Steamer	Date of Departure.
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TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215 Sub. Ex. No. 30. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular

intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215. Agents.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK
VIA SUEZ.

THE Steamship

For Freight etc. apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong 29th May, 1915

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK.

(With liberty to call at the Malabar Coast).

For freight and further particulars, apply to

SHEWAN TOMES & CO.
General Agents.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'les, L'don via S'pore etc.	Hirano M.	N. Y. K.	18, Nov.
L'don, S'bay via Usual P. of Call	Nellors	P. & O.	19, Nov.
L'don S'pore, via P'ang, O'bo, etc.	Nagoya	P. & O.	24, Nov.
London & Glasgow	C. of Bombay	B. L. L.	24, Nov.
Marseilles via Ports	V.D.L. Clotat	M. M.	27, Nov.

NEW YORK, SAN FRANCISCO AND CANADA.

V'ia, T'ma via M., K. & S'hai & Co.	Hawai M.	O. S. K.	15, Nov.
San Francisco	Inveric	B. L. L.	17, Nov.
San F'co via Manila & Japan & Co.	Shinye M.	T. K. K.	28, Nov.
V'ia, B.C., & S'ile via K'lung & Co.	Aki M.	N. Y. K.	30, Nov.
Vancouver and Seattle	Mexico City	J. M. Co.	E. of Nov.
Boston & N. Y. via Suez Canal	Inverclyde	J. M. Co.	1, Dec.
San F'cisco via M'la & Japan & Co.	Nippon M.	T. K. K.	14, Dec.
San F'co via S'hai & Japan & Co.	Persia	P. M. Co.	4, Jan.

AUSTRALIA.

Australian Ports via Manila	Hitaichi M.	N. Y. K.	16, Nov.
Australian Ports via Manila	Changsha	B. & S.	18, Nov.
Australian Ports via Manila	Aldenham	G. L. Co.	22, Nov.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai, Kobe & Yokohama	Kashima M.	N. Y. K.	16, Nov.
Swatow, Amoy & Foochow	Haimun	D. L. Co.	16, Nov.
Bombay via S'pore, Port Sh'm, P'ang & Colombo	Shinkoku	O. S. K.	16, Nov.
Batavia, Cheribon Samarang, etc.	Maru	J.C.J.L.	16, Nov.
Shanghai	Sinkiang	B. & S.	18, Nov.
Swatow, Amoy & Foochow	Haichang	D. L. Co.	19, Nov.
Manila	Loongsang	J. M. Co.	20, Nov.
Shanghai	Yusang	J. M. Co.	21, Nov.
S'hai, Moji, Kobe and Yokohama	Nankin	P. & O.	23, Nov.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	23, Nov.
Sandakan	Mausang	J. M. Co.	27, Nov.
Anping, Tokao via S'tow & Amoy	Soshu M.	O. S. K.	24, Nov.
Shanghai	Tijiwong	J.C.J.L.	4, Dec.
Shanghai, Kobe & Yokohama	Athos	M. M.	13, Dec.
Java, Makassar, M'la & San F'co	Arakan	J.C.J.L.	8, Jan.
Mauritius and South African Ports	Solamis	B. L. L.	25, Jan.
Shanghai	Tjipanas	J.C.J.L.	Q. desp.
Shanghai	Tjibodas	J.C.J.L.	Q. desp.

TO SAIL

THE BANK LINE LTD.

FOR SAN FRANCISCO.

The s.s. "INVERIC"

Capt. A. Wallace, 4,789 tons, will be despatched as above on Wednesday, November 20, 1915.

For freight and further particulars apply to,

THE BANK LINE LTD.

Managing Agents.

Hongkong, 9th Oct., 1915.

FOR BOSTON & NEW YORK VIA
SUEZ CANAL.

The s.s. "INVERCLYDE."

about 1st December.

For freight and further particulars, please apply to

JARDINE, MATHESON & Co., Ltd.
Agents.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The T. K. K. s.s. ANYO MARU will next leave Hongkong on March 10, 1916.

The T. K. K. s.s. SHINYO MARU called for San Francisco on the 18th October at noon. This vessel will next leave Hongkong for San Francisco via usual ports, of call on Tuesday the 28th Dec. at noon.

AUSTRALIAN MAIL.

The Australian Oriental Line s.s. TAIYUAN left Sydney for Hongkong, via usual Australian and Philippine Ports, on the 10th instant and may be expected to arrive on or about 6th December.

VESSELS IN PORT.

Steamers.

Telemachus, Br. s.s. 1,340, A. Fraser, 4th Nov.—Saigon, 31st Oct. Gen.—Chinese.

Devawongse, Br. s.s. 1,047, C. W. Shearer, 4th Inst.—Saigon, 29th ult. Gen.—Chinese.

Telraus, Br. s.s. 4,822, 6th Inst.—Shanghai, 2nd Inst. Gen.—B. & S.

Halmun, Br. s.s. 641, Stewart, 6th Nov.—F'oochow, 4th Nov. Gen.—D. L. & Co.

Sardins, Br. s.s. 4,143, J. T. Jeffery, 7th Inst.—Rangoon, 22nd ult. Gen.—P. & O. S. N. Co.

Famsang, Br. s.s. 1,410, H. S. Matkin, 7th Inst.—Somabaya, Sugar—J. M. & Co.

Eiger, Norw. s.s. 875, M. Ellissen, 8th Inst. 8th Inst.—Newchwang, 2nd Inst. Beans & Oil—Thoresen & Co.

Wingsang, Br. s.s. 1,517, T. H. Seshman, 8th Inst.—Swatow, 7th Inst. Gen.—J. M. & Co.

Suisang, Br. s.s. 1,775, H. S. apson, 9th Nov.—Sourabaya, 25th October, Sugar—J. M. & Co.

Changsha, Br. s.s. 1,463, F. C. Gambrell, 9th Inst.—Malhou 1st. Gen.—B. & S.

Hawan Maru, Jap. s.s. 9,500, T. Saltaw 9th Nov.—Manila, 11th Nov. Gen. O.S.K.

Kutsang, Br. s.s. 4,895, R. S. D. Bradley 10th Inst.—Kobe, 5th Inst. Gen.—J. M. & Co.

Breconian, Br. s.s. 2,577, Williams, 9th Nov. Madras, 1st November, Coal—Admiralty.

Tatsang, Br. s.s. 1,000, K. A. Mathews, 10th Nov.—Haiphong, 6th Nov. Gen.—J. M. & Co.

Prometheus, Norw. s.s. 1,024, 12th Inst.—Bangkok, 4th Inst. Rice—Chinese.

Strombus, Br. s.s. White, 11th Inst.—Tientsin, 5th Inst. Ballast—A. P. & Co.

Ohika Maru, Jap. s.s. 470, S. Minami, 11th Inst.—Moji, 30th Inst. Kerosine Oil—Y. & Co.

Namur, Br. s.s. 4,188, A. Collyer, 11th Inst.—London, 2nd Inst. Gen.—P. & O. S. N. Co.

Cyrena, Br. s.s. 2,953, Jones, 11th Inst.—Singapore, 24th ult. Kerosine oil—A. P. & Co.

Lalaang, Br. s.s. 3,324, Mooney, 13th Inst.—Calcutta, 27th Oct. Gen.—J. M. & Co.

Harnassan Maru, Jap. s.s. 1,867, S. Iwano, 13th Inst.—Hongkong, 9th Inst. Coal—M.B.K.

Hde, Fr. s.s. 739, A. Cornillien, 13th Nov.—Haiphong, 12th Inst. Gen.—A. B. Marly.

Peoting, Br. s.s. 1,072, F. M. Dillon, 12th Inst.—Tientsin, Gen.—B. & S.

Llangoch, Br. s.s. 1,220, W. Benson, 12th Inst.—Shanghai, 9th Inst. Gen.—B. & S.

TO SAIL

FOR VANCOUVER & SEATTLE.

The s.s. "MEXICO CITY,"

about end of November.

For freight and particulars apply to

JARDINE, MATHESON & CO., LTD.
Agents.

Hongkong, 27th Oct., 1915.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & GLASGOW.....	City of Bombay	24th November.
LONDON & HULL.....	Kioto	18th December.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

General Agents

or to REISS & Co. Canton.
Hongkong, 27th Oct. 1915.

JAVA-PACIFIC LYN.

HEAD AGENCY HONGKONG-YORK BUILDING.

Regular monthly service between:

JAVA, MAKASSAR, MANILA, HONGKONG
AND SAN FRANCISCO.

Steamer	From	Expected on or about	Will leave on or about
Arakan.....	JAVA.....	7th January 1916	9th January 1916.
Tjisondari.....	JAVA.....	7th February "	9th February "
Karimoen.....	JAVA.....	7th March "	9th March "
Tjikembang.....	JAVA.....	7th April "	9th April "

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all Common Overland Points in the United States of America and Canada."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LYN.

Managing Agents.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used All: A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL FLOORS	ENTRANCE ACQUADIT	DEPTH OVER KEEL AT QUAY	DEPTH AT QUAY	DEPTH AT QUAY
KOWLOON					
No. 1 Dock, Kowloon	100	10' 6" (top bottom)	10'	10'	10'
No. 2 Dock, Kowloon	110	10' 6" (top bottom)	10'	10'	10'
No. 3 Dock, Kowloon	120	10' 6" (top bottom)	10'	10'	10'
Slip No. 1, Kowloon	130	10' 6" (top bottom)	10'	10'	10'
Slip No. 2, Kowloon	140	10' 6" (top bottom)	10'	10'	10'
Slip No. 3, Kowloon	150	10' 6" (top bottom)	10'	10'	10'
Slip No. 4, Kowloon	160	10' 6" (top bottom)	10'	10'	10'
Slip No. 5, Kowloon	170	10' 6" (top bottom)	10'	10'	10'
Slip No. 6, Kowloon	180	10' 6" (top bottom)	10'	10'	10'
Slip No. 7, Kowloon	190	10' 6" (top bottom)	10'	10'	10'
Slip No. 8, Kowloon	200	10' 6" (top bottom)	10'	10'	10'
Slip No. 9, Kowloon	210	10' 6" (top bottom)	10'	10'	10'
Slip No. 10, Kowloon	220	10' 6" (top bottom)	10'	10'	10'
Slip No. 11, Kowloon	230	10' 6" (top bottom)	10'	10'	10'
Slip No. 12, Kowloon	240	10' 6" (top bottom)	10'	10'	10'
Slip No. 13, Kowloon	250	10' 6" (top bottom)	10'	10'	10'
Slip No. 14, Kowloon	260	10' 6" (top bottom)	10'	10'	10'
Slip No. 15, Kowloon	270	10' 6" (top bottom)	10'	10'	10'
Slip No. 16, Kowloon	280	10' 6" (top bottom)	10'	10'	10'
Slip No. 17, Kowloon	290	10' 6" (top bottom)	10'	10'	10'
Slip No. 18, Kowloon	300	10' 6" (top bottom)	10'	10'	10'
Slip No. 19, Kowloon	310	10' 6" (top bottom)	10'	10'	10'
Slip No. 20, Kowloon	320	10' 6" (top bottom)	10'	10'	10'
Slip No. 21, Kowloon	330	10' 6" (top bottom)	10'	10'	10'
Slip No. 22, Kowloon	340	10' 6" (top bottom)	10'	10'	10'
Slip No. 23, Kowloon	350	10' 6" (top bottom)	10'	10'	10'
Slip No. 24, Kowloon	360	10' 6" (top bottom)	10'	10'	10'
Slip No. 25, Kowloon	370	10' 6" (top bottom)	10'	10'	10'
Slip No. 26, Kowloon	380	10' 6" (top bottom)	10'	10'	10'
Slip No. 27, Kowloon	390	10' 6" (top bottom)	10'	10'	10'
Slip No. 28, Kowloon	400	10' 6" (top bottom)	10'	10'	10'
Slip No. 29, Kowloon	410	10' 6" (top bottom)	10'	10'	10'
Slip No. 30, Kowloon	420	10' 6" (top bottom)	10'	10'	10'
Slip No. 31, Kowloon	430	10' 6" (top bottom)	10'	10'	10'
Slip No. 32, Kowloon	440	10' 6" (top bottom)	10'	10'	10'
Slip No. 33, Kowloon	450	10' 6" (top bottom)	10'	10'	10'
Slip No. 34, Kowloon	460	10' 6" (top bottom)	10'	10'	10'
Slip No. 35, Kowloon	470	10' 6" (top bottom)	10'	10'	10'
Slip No. 36, Kowloon	480	10' 6" (top bottom)	10'	10'	10'
Slip No. 37, Kowloon	490	10' 6" (top bottom)	10'	10'	10'
Slip No. 38, Kowloon	500	10' 6" (top bottom)	10'	10'	10'
Slip No. 39, Kowloon	510	10' 6" (top bottom)	10'	10'	10'
Slip No. 40, Kowloon	520	10' 6" (top bottom)	10'	10'	10'
Slip No. 41, Kowloon	530	10' 6" (top bottom)	10'	10'	10'
Slip No. 42, Kowloon	540	10' 6" (top bottom)	10'	10'	10'
Slip No. 43, Kowloon	550	10' 6" (top bottom)	10'	10'	10'
Slip No. 44, Kowloon	560	10' 6" (top bottom)	10'	10'	10'
Slip No. 45, Kowloon	570	10' 6" (top bottom)	10'	10'	10'
Slip No. 46, Kowloon	580	10' 6" (top bottom)	10'	10'	10'
Slip No. 47, Kowloon	590	10' 6" (top bottom)	10'	10'	10'
Slip No. 48, Kowloon	600	10' 6" (top bottom)	10'	10'	10'
Slip No. 49, Kowloon	610	10' 6" (top bottom)	10'	10'	10'
Slip No. 50, Kowloon	620	10' 6" (top bottom)	10'	10'	10'
Slip No. 51, Kowloon	630	10' 6" (top bottom)	10'	10'	10'
Slip No. 52, Kowloon	640	10' 6" (top bottom)	10'	10'	10'
Slip No. 53, Kowloon	650	10' 6" (top bottom)	10'	10'	10'
Slip No. 54, Kowloon	660	10' 6" (top bottom)	10'	10'	10'
Slip No. 55, Kowloon	670	10' 6" (top bottom)	10'	10'	10'
Slip No. 56, Kowloon	680	10' 6" (top bottom)	10'	10'	10'
Slip No. 57, Kowloon	690	10' 6" (top bottom)	10'	10'	10'
Slip No. 58, Kowloon	700	10' 6" (top bottom)	10'	10'	10'
Slip No. 59, Kowloon	710	10' 6" (top bottom)	10'	10'	10'
Slip No. 60, Kowloon	720	10' 6" (top bottom)	10'	10'	10'
Slip No. 61, Kowloon	730	10' 6" (top bottom)	10'	10'	10'
Slip No. 62, Kowloon	740	10' 6" (top bottom)	10'	10'	10'
Slip No. 63, Kowloon	750	10' 6" (top bottom)	10'	10'	10'
Slip No. 64, Kowloon	760	10' 6" (top bottom)	10'	10'	10'
Slip No. 65, Kowloon	770	10' 6" (top bottom)	10'	10'	10'
Slip No. 66, Kowloon	780	10' 6" (top bottom)	10'	10'	10'
Slip No. 67, Kowloon	790	10' 6" (top bottom)	10'	10'	10'
Slip No. 68, Kowloon	800	10' 6" (top bottom)	10'	10'	10'
Slip No. 69, Kowloon	810	10' 6" (top bottom)	10'	10'	10'
Slip No. 70, Kowloon	820	10' 6" (top bottom)	10'	10'	10'
Slip No. 71, Kowloon	830	10' 6" (top bottom)	10'	10'	10'
Slip No. 72, Kowloon	840	10' 6" (top bottom)	10'	10'	10'
Slip No. 73, Kowloon	850	10' 6" (top bottom)	10'	10'	10'
Slip No. 74, Kowloon	860	10' 6" (top bottom)	10'	10'	10'
Slip No. 75, Kowloon	870	10' 6" (top bottom)	10'	10'	10'
Slip No. 76, Kowloon	880	10' 6" (top bottom)	10'	10'	10'
Slip No. 77, Kowloon	890	10' 6" (top bottom)	10'	10'	10'
Slip No. 78, Kowloon	900	10' 6" (top bottom)	10'	10'	10'
Slip No. 79, Kowloon	910	10' 6" (top bottom)	10'	10'	10'
Slip No. 80, Kowloon	920	10' 6" (top bottom)	10'	10'	10'
Slip No. 81, Kowloon	930	10' 6" (top bottom)	10'	10'	10'
Slip No. 82, Kowloon	940	10' 6" (top bottom)	10'	10'	10'
Slip No. 83, Kowloon	950	10' 6" (top bottom)	10'	10'	10'
Slip No. 84, Kowloon	960	10' 6" (top bottom)	10'	10'	10'
Slip No. 85, Kowloon	970	10' 6" (top bottom)	10'	10'	10'
Slip No. 86, Kowloon	980	10' 6" (top bottom)	10'	10'	10'
Slip No. 87, Kowloon	990	10' 6" (top bottom)	10'	10'	10'
Slip No. 88, Kowloon	1000	10' 6" (top bottom)	10'	10'	10'
Slip No. 89, Kowloon	1010	10' 6" (top bottom)	10'	10'	10'
Slip No. 90, Kowloon	1020	10' 6" (top bottom)	10'	10'	10'
Slip No. 91, Kowloon	1030	10' 6" (top bottom)	10'	10'	10'
Slip No. 92, Kowloon	1040	10' 6" (top bottom)	10'	10'	10'
Slip No. 93, Kowloon	1050	10' 6" (top bottom)	10'	10'	10'
Slip No. 94, Kowloon	1060	10' 6" (top bottom)	10'	10'	10'
Slip No. 95, Kowloon	1070	10' 6" (top bottom)	10'	10'	10'
Slip No. 96, Kowloon	1080	10' 6" (top bottom)	10'	10'	10'
Slip No. 97, Kowloon	1090	10' 6" (top bottom)	10'	10'	10'
Slip No. 98, Kowloon	1100	10' 6" (top bottom)	10'	10'	10'
Slip No. 99, Kowloon	1110	10' 6" (top bottom)	10'	10'	10'
Slip No. 100, Kowloon	1120	10' 6" (top bottom)	10'	10'	10'
Slip No. 101, Kowloon	1130	10' 6" (top bottom)	10'	10'	10'
Slip No. 102, Kowloon	1140	10' 6" (top bottom)	10'	10'	10'
Slip No. 103, Kowloon	1150	10' 6" (top bottom)	10'	10'	10'
Slip No. 104, Kowloon	1160	10' 6" (top bottom)	10'	10'	10'
Slip No. 105, Kowloon	1170	10' 6" (top bottom)	10'	10'	10'
Slip No. 106, Kowloon	1180	10' 6" (top bottom)	10'	10'	10'
Slip No. 107, Kowloon	1190	10' 6" (top bottom)	10'	10'	10'
Slip No. 108, Kowloon	1200	10' 6" (top bottom)	10'	10'	10'
Slip No. 109, Kowloon	1210	10' 6" (top bottom)	10'	10'	10'
Slip No. 110, Kowloon	1220	10' 6" (top bottom)	10'	10'	10'
Slip No. 111, Kowloon	1230	10' 6" (top bottom)	10'	10'	10'
Slip No. 112, Kowloon	1240	10' 6" (top bottom)	10'	10'	10'
Slip No. 113, Kowloon	1250	10' 6" (top bottom)	10'	10'	10'
Slip No. 114, Kowloon	1260	10' 6" (top bottom)	10'	10'	10'
Slip No. 115, Kowloon	1270	10' 6" (top bottom)	10'	10'	10'
Slip No. 116, Kowloon	1280	10' 6" (top bottom)	10'	10'	10'
Slip No. 117, Kowloon	1290	10' 6" (top bottom)	10'	10'	10'
Slip No. 118, Kowloon	1300	10' 6" (top bottom)	10'	10'	10'
Slip No. 119, Kowloon	1310	10' 6" (top bottom)	10'	10'	10'
Slip No. 120, Kowloon	1320	10' 6" (top bottom)	10'	10'	10'
Slip No. 121, Kowloon	1330	10' 6" (top bottom)	10'	10'	10'
Slip No. 122, Kowloon	1340	10' 6" (top bottom)	10'	10'	10'
Slip No. 123, Kowloon	1350	10' 6" (top bottom)	10'	10'	10'
Slip No. 124, Kowloon	1360	10' 6" (top bottom)	10'	10'	10'
Slip No. 125, Kowloon	1370	10' 6" (top bottom)	10'	10'	10'
Slip No. 126, Kowloon	1380	10' 6" (top bottom)	10'	10'	10'
Slip No. 127, Kowloon	1390	10' 6" (top bottom)	10'	10'	10'
Slip No. 128, Kowloon	1400	10' 6" (top bottom)	10'	10'	10'
Slip No. 129, Kowloon	1410	10' 6" (top bottom)	10'	10'	10'
Slip No. 130, Kowloon	1420	10' 6" (top bottom)	10'	10'	10'
Slip No. 131, Kowloon	1430	10' 6" (top bottom)	10'	10'	10'
Slip No. 132, Kowloon	1440	10' 6" (top bottom)	10'	10'	10'
Slip No. 133, Kowloon	1450	10' 6" (top bottom)	10'	10'	10'
Slip No. 134, Kowloon	1460	10' 6" (top bottom)	10'	10'	10'
Slip No. 135, Kowloon	1470	10' 6" (top bottom)	10'	10'	10'
Slip No. 136, Kowloon	1480	10' 6" (top bottom)	10'	10'	10'
Slip No. 137, Kowloon	1490	10' 6" (top bottom)	10'	10'	10'
Slip No. 138, Kowloon	1500	10' 6" (top bottom)	10'	10'	10'
Slip No. 139, Kowloon	1510	10' 6" (top bottom)	10'	10'	10'
Slip No. 140, Kowloon	1520	10' 6" (top bottom)	10'	10'	10'
Slip No. 141, Kowloon	1530	10' 6" (top bottom)	10'	10'	10'
Slip No. 142, Kowloon	1540	10' 6" (top bottom)	10'	10'	10'
Slip No. 143, Kowloon	1550	10' 6" (top bottom)	10'	10'	10'
Slip No. 144, Kowloon	1560	10' 6" (top bottom)	10'	10'	10'
Slip No. 145, Kowloon	1570	10' 6" (top bottom)	10'	10'	10'
Slip No. 146, Kowloon	1580	10' 6" (top bottom)	10'	10'	10'
Slip No. 147, Kowloon	1590	10' 6" (top bottom)	10'	10'	10'
Slip No. 148, Kowloon	1600	10' 6" (top bottom)	10'	10'	10'
Slip No. 149, Kowloon	1610	10' 6" (top bottom)	10'	10'	10'
Slip No. 150, Kowloon	1620	10' 6" (top bottom)	10'	10'	10'
Slip No. 151, Kowloon	1630	10' 6" (top bottom)	10'	10'	10'
Slip No. 152, Kowloon	1640	10' 6" (top bottom)	10'	10'	10'
Slip No. 153, Kowloon	1650	10' 6" (top bottom)	10'	10'	10'
Slip No. 154, Kowloon	1660	10' 6" (top bottom)	10'	10'	10'
Slip No. 155, Kowloon	1670	10' 6" (top bottom)	10'	10'	10'
Slip No. 156, Kowloon	1680	10' 6" (top bottom)	10'	10'	10'
Slip No. 157, Kowloon	1690	10' 6" (top bottom)	10'	10'	10'
Slip No. 158, Kowloon	1700	10' 6" (top bottom)	10'	10'	10'
Slip No. 159, Kowloon	1710	10' 6" (top bottom)	10'	10'	10'
Slip No. 160, Kowloon	1720	10' 6" (top bottom)	10'	10'	10'
Slip No. 161, Kowloon	1730	10' 6" (top bottom)	10'	10'	10'
Slip No. 162, Kowloon	1740	10' 6" (top bottom)	10'	10'	10'
Slip No. 163, Kowloon	1750	10' 6" (top bottom)	10'	10'	10'
Slip No. 164, Kowloon	1760	10' 6" (top bottom)	10'	10'	10'
Slip No. 165, Kowloon	1770	10' 6" (top bottom)	10'	10'	10'
Slip No. 166, Kowloon	1780	10' 6" (top bottom)	10'	10'	10'
Slip No. 167, Kowloon	1790	10' 6" (top bottom)	10'	10'	10'
Slip No. 168, Kowloon	1800	10' 6" (top bottom)	10'	10'	10'
Slip No. 169, Kowloon	1810	10' 6" (top bottom)	10'	10'	10'
Slip No. 170, Kowloon	1820	10' 6" (top bottom)	10'	10'	10'
Slip No. 171, Kowloon	1830	10' 6" (top bottom)	10'	10'	10'
Slip No. 172, Kowloon	1840	10' 6" (top bottom)	10'	10'	10'
Slip No. 173, Kowloon	1850	10' 6" (top bottom)	10'	10'	10'
Slip No. 174, Kowloon	1860	10' 6" (top bottom)	10'	10'	10'
Slip No. 175, Kowloon	1870	10' 6" (top bottom)	10'	10'	10'
Slip No. 176, Kowloon	1880	10' 6" (top bottom)	10'	10'	10'
Slip No. 177, Kowloon	1890	10' 6" (top bottom)	10'	10'	10'
Slip No. 178, Kowloon	1900	10' 6" (top bottom)	10'	10'	10'
Slip No. 179, Kowloon	1910	10' 6" (top bottom)	10'	10'	10'
Slip No. 180, Kowloon	1920	10' 6" (top bottom)	10'	10'	10'
Slip No. 181, Kowloon	1930	10' 6" (top bottom)	10'	10'	10'
Slip No. 182, Kowloon	1940	10' 6" (top bottom)	10'	10'	10'
Slip No. 183, Kowloon	1950	10' 6" (top bottom)	10'	10'	10'
Slip No. 184, Kowloon	1960	10' 6" (top bottom)	10'	10'	10'
Slip No. 185, Kowloon	1970	10' 6" (top bottom)	10'	10'	10'
Slip No. 186, Kowloon	1980	10' 6" (top bottom)	10'	10'	10'
Slip No. 187, Kowloon	1990	10' 6" (top bottom)	10'	10'	10'
Slip No. 188, Kowloon	2000	10' 6" (top bottom)	10'	10'	10'
Slip No. 189, Kowloon	2010	10' 6" (top bottom)	10'	10'	10'
Slip No. 1					

THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, MONDAY, NOVEMBER 16, 1915.

TO-DAY'S LATEST WAR TELEGRAMS

[Reuter's Service to the "Telegraph."]

THE FIGHTING IN THE BALKANS. THE RE-CAPTURE OF TETOVO.

November 14, 9.55 p.m.

(The following are the last two sections of a telegram which appears under the above heading on page 1.)

The Bulgarians opened operations by attacking in force, but were unable to withstand the tornado of French artillery and their advance was out short, and finally they were repulsed with heavy losses, leaving a large number of dead in front of the French lines.

The French scored another success towards the South, in the Valandovo region, where the Bulgarians abandoned several of their trenches, as a result of the French artillery.

It is estimated that altogether thirty Bulgarian battalions were actually engaged on this front which gives the measure of the French success.

The French losses were slight. The small proportion of French killed to wounded is remarkable in contrast to the European battle-fields, being only ten per cent. The wounds were mostly from rifle fire.

The British, who continue to receive re-inforcements, are also advancing, clearing the country of Bulgarians in their sector.

ALEXANDRA PALACE TO GERMANY.

A German Tale of Escape.

Amsterdam, October 4.—The *Vossische Zeitung* publishes a long report from Capt. Johannes Schmidt, who some time ago escaped from the concentration camp at Alexandra Palace. Capt. Schmidt says that from the time of his removal to the camp he intended to escape, and finally got away on September 2, without any outside help.

At 11 p.m. he was in the "centre of London" and on the first night he slept in Finsbury Park. His intention was to get to the docks in order to reach a neutral port from there. When he entered a hotel the proprietor apparently suspected him, as he hesitated when filling in the registration form. On the next morning, September 4 he left the hotel and bought some old clothes in the East-end and spent the next night again in Finsbury Park. By various means he tried to enter the London Dock next morning—as a newspaper vendor and as a drunken workman—but in vain. The docks were too well guarded.

The afternoon Captain Schmidt spent in several cinemas, and he admits that not one single picture showed any feeling of hate against Germany. Then, disguised as a long black coat, with gold-rimmed eye-glasses, he visited several cafes, and was repeatedly sitting among high officers.

On September 8, in the evening, he bought a railway ticket. The station was strongly guarded. Suddenly he heard a strong detonation and saw high above a Zeppelin, which then dropped another bomb. This exploded near the station. A publichouse was hit, and he bandaged a little girl who was hurt by glass splinters. Several police officers appeared, and one asked him his name. After he had answered, the officer suddenly said, "You are a foreigner." But luckily all the lamps were suddenly extinguished, as the gasworks, owing to a fire, had cut off the supply.

Schmidt thus made good his escape, and he hastened back to the station where he caught train to N— without being observed, as all the policemen, apparently, were ordered to the place where the Zeppelin bomb had landed.

On the next night he was able to steal on board a ship, and 48 hours later he was on neutral ground.

DEATH OF MR. C. EWENS.

Well-Known Hongkong Solicitor Dies in France.

We regret to record the death of Mr. Cressy Ewens at the age of 61 years, which took place at the residence of his son-in-law, the Comte de Silguy, at Quimper, France, on October 5.

The deceased gentleman, who was formerly a well-known Hongkong solicitor was admitted to the law as a solicitor in England in 1876. After admission he was engaged as a solicitor with Messrs. Arcol-Cookell, of London, and with Messrs. Collyer-Bristow, Company, also of London. In 1882 he came to the Far East as private secretary to the then Chief Justice, Sir George Phillippo, and entered the service of the Hongkong Government, which he left about six months later in order to practise as a solicitor on his own account. Subsequently he went into partnership with Mr. J. F. Rees, the same partnership terminating in 1893; he continued to practise alone until the year 1902 when he was joined by Mr. Scott Harston. He retired from that firm in 1907, but visited the Colony again in 1910. Mr. Ewens was extremely popular whilst in the Colony, and took a prominent part in most of the local doings. He leaves a son who is a doctor serving with the R.A.M.C. in Serbia, and two daughters.

LET NOT YOUR LEFT HAND KNOW.

The latest thing in contribution baskets is said to have been invented by an Oklahoma man, and should be used in every church, as it would swell the amount taken up threefold in a little while. This is the way it works: If a person drops a quarter or more in the box, there is silence; if he drops a dime in, a bell rings; a nickel sounds a whistle, and a penny fires a blank cartridge. If one pretends to be asleep when the box passes, it awakens him with a watchman's rattle, and a kodak takes his picture.

DEATHS.

EWENS.—On October 5th, at Quimper, Finisterre, France, the residence of his son-in-law, the Comte de Silguy, Cressy Ewens, solicitor, late of Hongkong and Le Châlet, Guernsey, aged 61.

WHEN GERMANS BUY SPORTING GOODS.

The German has merely a slight sense of humour, but his capacity for making himself ridiculous appears to be unlimited. To a nation which indulges in hymns of hate, anything English is naturally unpalatable, but unfortunately for the Teuton he has learned to appreciate sundry things which are essentially English, and among these we must class British sports.

The Germans have of late years devoted more attention to sports than they formerly did, though the effect does not seem to have had time to sink in, for the one thing which Hans has shown that he cannot do is to "play the game."

A captured German officer, to whom a remark in this sense was addressed last week, retorted that the English had devoted their attention to games too long; which shows how stupid the average German is when it comes to cause and effect. It is well known that few things have stood us in such good stead in the field as the attentions which have been given by young England in such liberal measure to manly sport. Even Kipling no longer writes of "fannelled fools" and "muddled oafs." He would probably be among the first to assert that our cricket and football lead direct to good shooting stamina, and other valuable assets in the field.

Of course, the Germans do not know anything about this, but there is a certain demand for golf and cricket, so they are going to Germanise these things. In future they will be organised in such manner that the German sports-dealer can supply everything required without the slightest use of the detested English language. In future it will be much simpler and more appropriate for the young German who wants a wicket to ask his sporting-goods dealer for a dreistabeneinrichtung. This pretty guttural polysyllable represents the proposed German way of saying "wicket." Literally it means "three stick-arrangement." Another word which breathes organisation from every pore is "dreistabenschlagerapiel." This really is not "cricket," though the Germans say it is. It means "three stick beating game," which is near enough for the German and as near cricket as he is ever likely to get.

"Germans who hate England and the English," says the *Rheinisch-Westfälische Zeitung*, "have a good opportunity for carrying into tangible effect their justifiable sentiments."

"Though we do not aspire to the heights of sportsmanship attained by the British game-cranks, we number a goodly few who appreciate their golf and their cricket. These are legitimate and healthy forms of exercise, but they must be thoroughly Germanised, and their English terminology must be replaced by honest German words. We suggest the following substitutions:—

"Golf: Locherballspiel (hole-ball game)."

"Cricket: Dreistabenschlagerapiel (three stick beating game)."

"Wicket: Dreistabeneinrichtung (three-stick arrangement)."

"Half-time: Halbspielwarte-pause (half-game waiting pause)."

"Start: Abangstelle (starting spot)."

"Starter: Hauptabgangsvorsteher (head-starting president)."

The latest British sport, which, we believe, has been developed into a fine art, is hunting German submarines. Perhaps some German will oblige with the German for "hunting submarine" with nets, with guns, with explosive bombs, and in other ways game."

WAR ITEMS.

Austrian Prince Killed.
Amsterdam, September 23.—According to a message to the *Lokalanzeiger* from Vienna one of the Princes of Thurn and Taxis, a son of the late Prince Lamoral of Thurn and Taxis, and of the Austrian branch of the family, who married Countess Schaffgotsche, was killed last Monday on the Eastern front in the fighting between the Dnieister and the Sereth.

German War Loan Result.
Amsterdam, September 23.—The *Frankfurter Zeitung* says that the results of the German War Loan will probably not be known before Friday. It recommends its readers to procure an attitude of reserve with regard to the estimates of its results, but adds: "We can now say that the total figures for the third war loan will attain and perhaps surpass the figures of the second war loan, which were nine milliards of marks."

German Warplanes' Violation of Neutrality.

Paris, September 23.—According to a telegram from Geneva to the *Journal*, two German warplanes on Tuesday violated Swiss neutrality by flying over a part of Swiss territory. Coming from France they flew over Courmayeur, dropping a bomb which fell forty yards from the farm of Cras d'Edmont, outside the town. The bomb made a large hole in the ground. The aviators then flew off towards Alsace. Reuter says a child was injured.

Germany's Oriental Bluff.
Peking, September 21.—It is reported that the German Consul at Tientsin informed the Belgian missionaries residing there that they must, in view of the German conquest of Belgium, come under his protection. The underlying idea of this declaration is to bluff the Chinese people into a belief of the statements about German prowess in Europe. The same bluff is being practised in other places in the interior, where the Germans are advising the Chinese not to recognise the Belgians.

Alsatian Innkeeper Court-Martialled.

Amsterdam, September 20.—According to a message to the *Cologne Volkszeitung* from Strassburg, an Alsatian innkeeper was recently court-martialled for selling to German soldiers cigars with a red, white, and blue ribbon stamped "Delcasse." The innkeeper was acquitted but the fact was established "that a cigar factory in Bremen before the war sent great quantities of cigars with such a provoking decoration to Alsace-Lorraine."

Germany's Metal "Pink Forms."

Zurich, September 22.—Immediately after the voluntary surrender of metal objects in Germany it is announced that an official confiscation will begin. Owners will be required to make a return of all their copper, brass, and nickel articles, with their weight. House fixtures are excluded, except boilers and cisterns, which will be seized. The Munich authorities announce that, owing to the number of tramway employees called to the colours, 220 women conductors will be required. The wages will be 3s. 2d. for a six-hours day.

"Naturalised" German's Wish.

Mr. Franz J. Menken, of Neston, Cheshire, timber merchant, died July 10, leaving property of the value of £21,761. The testator stated in his will, made on April 5, 1913, that he was a native of Germany, but had been for many years domiciled in England and he wished his will construed according to English law, and he directed that his children should be educated in Germany, and his wife to take up her residence there within six months of his death for the period of their education.

WAR TELEGRAMS.

(Continued from page 1.)

THE RUSSIANS.

THE BUDGET FOR 1916.

November 14, 5.30 a.m.
 Reuter's Petrograd correspondent reports that the Russian Minister of Finance, in the preamble to the Budget for 1916, estimates that the general deficit will be about 327 million roubles, which will be covered by credit operations. New sources of revenue are necessary, chiefly direct taxation including graduated income tax, an increase in the land tax, especially in Turkestan and an indirect taxation of electric power, dry goods, molasses and powder. The Minister points out the difficulties of the tea and match monopolies, which were recently a subject of discussion. He estimates that the expense of war to the end of 1916 will be eight thousand million roubles and says that Russia, however serious the situation and great the sacrifices, will overcome all trials.

TSAR DECORATES BRITISH SUBMARINE COMMANDERS.

November 14, 7.15 a.m.
 Reuter's correspondent in Petrograd states that the Tsar and Tsarevitch arrived at Reval on Wednesday and visited the naval fortress there, and reviewed the garrison. They then boarded a transport, where the crews of the Anglo-Russian submarines were drawn up. The Tsar decorated two British submarine commanders with the Cross of St. George, and then inspected in detail the submarines. Afterwards the Tsar and Tsarevitch visited the factories of the town, where they were acclaimed by the workers. They then inspected the naval hospital. Their Majesties went to Riga on Thursday, where they were received by General Dmitrieff, commanding the fortress of Riga. The Tsar reviewed the troops whom he thanked for their heroic defence. They reviewed, on Friday, the division camped near Vitebsk and also the troops in the Dvinsk military district whom they thanked for their heroic efforts.

[The following telegrams appeared in our special edition of yesterday:—]

THE ALLIES IN THE WEST.

VIOLENT ARTILLERY ACTIONS.

November 13, 1.40 a.m.
 A Paris communique says that, on the Western front, there have been violent artillery actions on several sectors. The infantry were not engaged.

LITTLE TO REPORT.

November 13, 4.50 p.m.
 According to a Paris communique, only a few artillery and grenade actions in Artois and Champagne are reported.

THE FIGHTING IN THE BALKANS.

FRENCH CAPTURE VILLAGES.

November 13, 1.40 a.m.
 A Paris communique has the following:—Our Eastern army made numerous reconnaissances between November 8 and 10, but without any important engagement. On November 10 the Bulgarians violently bombarded Krivolak station. We captured the villages of Krusevica and Sirkovo, on the left bank of the Cerna. Nothing important happened on November 11 in the Valandovo or Rabrovo directions.

THE SITUATION IN PERSIA.

GERMANY'S LATEST LUDICROUS PROPAGANDA.

November 13, 1.00 p.m.
 According to Reuter's Petrograd correspondent, a Teheran telegram states that, while preparing for a hasty departure, the Turks and Germans have been carrying on a desperate propaganda, spreading all sorts of ridiculous stories about the condition in India, the concentration of the German army at Bagdad, the occupation of Constantinople by Germans, and "an impending German march on India, Persia etc."

The Shah and the Government have decided not to leave Teheran at present. The Russian and British Ministers have intimated to the Persian Government their view that negotiations are useless, unless accompanied by vigorous measures against this political propaganda.

Turks and Germans are buying Persian clothes with a view to participating, as Mussulmans, in the religious processions of the Moharram Festival, and to provoking disorders.

It is stated in diplomatic quarters in London that the Russian Government is in full agreement with the British, as to the taking of important military measures to ensure the safety of the lives and property of subjects of the Allies in Persia.

The newspapers *Retch* and *Novos Vremya* draw attention to the gravity of the Persian situation, and declare that, if resolute action should be delayed, Balkan history will be repeated in Persia, where the Germans have already begun on the formation of a future Persian army.

MR. CHURCHILL'S RESIGNATION.

THE PREMIER'S REPLY.

November 13, 1.25 p.m.
 In reply to Mr. Churchill's letter of resignation, Mr. Asquith writes:—"I had hoped that you would reconsider your decision, and I regret that you have not felt able to do so. You have rendered services, both in council and in administration, in regard to the conduct and the direction of the war, which none is better able to appreciate than myself, and I am sincerely grieved that you should think it your duty to leave the Cabinet. I am certain that you will continue to take an active and effective part in the prosecution of the war. As you know well, on personal grounds I feel acutely the severance of our long association."

WAR TELEGRAMS.

THE BRITISH FLEET.

FOURTEEN SUPER-DREADNOUGHTS TO BE ADDED.

November 13, 7.20 a.m.
 The *Daily Express* announces that fourteen super-dreadnoughts will be added to the fleet in January next.

THE E-20

THE ADMIRALTY'S FEARS.

November 13, 12.10 p.m.
 According to an Admiralty announcement, it is feared that the British submarine E-20 has been sunk in the Sea of Marmora. An enemy wireless says that three officers and six men are prisoners.

FROM FRENCH SOURCES.

(Havas Telegram.)

November 12.
 French stock now stands at 68.00.

Yesterday we blew up a German outpost in the Somme district, and damaged the enemy's works in Argonne and Eparges. To-day mining and violent cannonading have prevailed on the whole front. The French Chamber of Deputies has voted unanimously for the publication of M. Ribot's speech and new scheme of a 5 per cent loan.

HER MAJESTY HONOURS INDIANS.

November 12, 1.00 p.m.
 Acting on behalf of the King, Queen Mary, at Buckingham Palace, conferred Military Crosses on Second-Lieut. Ransjodha Jang Bahadur, attached to the 39th Garhwal Rifles, and on Subadar-Major Arala Khan, 57th Wilde's Rifles. Her Majesty also conferred the Indian Distinguished Service Medal on Subadar Niansa Talleh Khan, 1st King George's Own Regiment.

THE ALLIES IN THE WEST.

ENEMY BATTERIES AGAIN SILENCED.

November 12, 5.00 p.m.
 A Paris communique reports a reciprocal bombardment along the sectors of Loos and the Fosse de Calonne. The French artillery silenced the enemy batteries in the region of Bas and Artois, and there was successful mine fighting along the remainder of the front.

"HOW GERMANY MAKES WAR."

EXPLOSION ON ITALIAN OIL SHIP.

November 12, 3.10 p.m.
 An explosion, believed to be due to a bomb, has destroyed the Italian oil-ship *Livietta*, bound from Port Arthur, Texas, to Buenos Aires.

TIME FUSE FOUND ON THE "RIO LAGES".

November 12, 3.10 p.m.
 According to Reuter's correspondent in New York, a telegram from Halifax alleges that a piece of time-fuse was found during the discharging of the cargo of the s.s. *Rio Lages*, which arrived there on November 5 with her cargo of sugar cane.

CARGO BOAT SUNK.

November 12, 7.5 p.m.
 The Liverpool steamer *Rhineland*, from Middlesbrough, has been sunk. One man was saved of a crew of twenty-four.

THE SUBMARINING OF THE "FIRENZE."

November 13, 4.20 a.m.
 According to Reuter's correspondent at Rome, the steamer *Firenze* was submarined on November 9. Ninety-six of the crew and twenty-seven of the passengers were saved. Fifteen of the crew and six passengers are missing.

HOME POLITICS.

MR. CHURCHILL RESIGNS CHANCELLORSHIP OF THE D.L.

November 12, 11.30 p.m.
 The Right Hon. Winston Churchill, Chancellor of the Duchy of Lancaster, has resigned.

MR. CHURCHILL'S FAREWELL LETTER.

November 13, 1.00 a.m.
 Mr. Churchill's letter to Mr. Asquith, tendering his resignation, shows that he resigned owing to his not being included in the War Council of the Cabinet. He says: "When I left the Admiralty I accepted an office with few duties, at your request, in order that I might participate in the work of the War Council and assist the War Ministers with the knowledge of current operations, of which I was then in possession in a special degree. The councils I offered are recorded in the minutes of the Committee of Imperial Defence, and in the memorandum which I circulated among the Cabinet; and I draw your attention to them at the present time. I cordially agree with the formation of a small War Council, and I appreciated your intention, expressed six weeks ago, to include me in it. I foresaw then the personal difficulties which you would have to face in its composition. I in nowise complain that your scheme should be changed, but, with the change, my work in the Government comes naturally to a close. Knowing what I do about the present situation and the instrument of executive power, I cannot accept a position of general responsibility for the war policy without an effective share in its guidance and control. Even when decisions of principle are rightly taken, the speed and the method of their execution are factors which determine their result. Nor do I feel able, at times like these, to remain in well-paid inactivity. Therefore, I ask you to submit my resignation to the King. As an officer, I place myself unreservedly at the disposal of the military authorities, observing that my regiment is in France. I have a clear conscience, which enables me to bear my responsibility for past events with composure. Time will vindicate my administration of the Admiralty, and will assign to me my due share of the vast series of preparations for the operations which secured for us the command of the seas. With much respect and unaltered personal friendship, I bid you good-bye."

(Continued on page 10.)

NOTICES

G.  R.
 IN HIS BRITANNIC
 MAJESTY'S CONSULAR
 COURT, AT CANTON

Probate Jurisdiction.

CITATION FOR LETTERS OF ADMINISTRATION.

In the goods of Smollett Campbell, Deceased.
 In virtue of an Order of His Majesty's said Court, bearing date this day, I do hereby monish and cite all and all manner of persons to appear in the said Court on or before the 28th day of November, 1915 and show cause, if any they have, why letters of administration (with the will annexed) of all and singular the goods, chattels, rights, and credits of Smollett Campbell late of Macao, China, who died at Hongkong on August 20th, 1915, should not be granted unto Archibald Smollett Campbell, Attorney for Ella Grace Campbell of 48 Brunswick Gardens, Kensington, London, England, the widow of the said testator and the universal legatee named in the will, as, in default thereof, the Court will proceed to grant the same accordingly.
 Canton, Thursday, the 28th day of October, 1915.
 Sd. R. S. PRATT,
 Vice-Consul and Additional Judge.

NOTICE.

Anyone, owing money to, or having claims against the estates of the undermentioned officers (deceased) of the 74th Punjab will submit them to the President, Committee of Adjustment, 74th Punjab, on or before 15th December, 1915, after which date no claims can be considered:
 Major Stansfield, Major Cowan, Capt. Milne, Lt. Moberly.

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- PHOTOGRAPH -

The photograph on the current issue is a picture of Tai Poo, Hongkong.

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NOTICES

G.  R.
NOTICE.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Hongkong 8th. July, 1915.

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WILLS, ATTORNEY, &c.
 Undertaken and Executed:
SHEWAN, TOMES & Co
 General Managers.
 Hongkong, 19th March, 1890

MARTIN'S

**MARTIN'S
APIOL STEEL
PAIN EXPELLER**

A French Remedy for all Rheumatism.
Thousands of Ladies always have a box of
Martin's Pills in the drawer as a safeguard for the first
pains that may develop. It is a sure and quick relief and a
safety device may be administered. These pills
are not a prescription and are sold in all
drug stores. All Chemists and Druggists who
have not this valuable medicine in stock should
order it at once. **MARTIN'S**, Columbia, Springfield, Mass.

**MARTIN'S
APIOL STEEL
PAIN EXPELLER**

COMMERCIAL.

Shanghai Weekly Share Circular.
Messrs. A. L. Anderson and
company in their Weekly Share
report dated Shanghai, November,
6 state:—

There has been quite a little
fluctuation among the Rubbers during
the past week owing to the better
news from the London and Singa-
pore auctions; indeed the mem-
bers of the House have been
busier than for some time pre-
viously. The intermittent an-
nouncements of dividends, of pay-
ments which in many cases go
back into rubber again, has had
a very firming effect on the mar-
ket, even the most pessimistic
being forced to allow that not all
the 1915 investments are failures.
The Cotton market ruled singu-
larly quiet but prices show no change
from last week. Very few trans-
actions were made in "General"
securities.

To-day's opening rate for T/T
on London was 2/4 11/16; the
dollar rate being 73.

Debtors.—Several small
parcels changed hands at undis-
closed prices; the sellers being
mostly actuated by a hope of re-
investment on more favourable
terms in a few months' time.

Bank.—Hongkong and Shang-
hai.—Sales show again a little
lower and shares can be obtained
at \$880. Ordinary shares
rose to 2.15 with 6 1/2 offered (but
more would be paid) for the Pre-
ference.

Marine Insurance.—Very little
doing under this heading: North
China and Yangtze's are want-
ed, but several lots of Unions are
to be obtained.

Mining.—Engineers keep
steady but quiet at 13. Philip-
pines could be disposed of at 31.
Lands and Hotels.—Anglo-
French fetched 108 and Invest-
ments 108 for several small lots.
Centrals are neglected.

Cotton Mills.—Night work is
so far continued by the mills but
with increasing stocks the ques-
tion of discontinuation is being
considered. In the meantime
share values have ruled somewhat
easier, and this market, general-
ly, seems out of favour with the
investor, for the present at all
events.

Industrials.—Langkats have
preserved their firm position and
even show a small ap-
preciation to 40. The output for
the year ended last month is on
the average 1,000 tons a month
less than that for the previous
fiscal year. Sumatras have been
wanted all the week and finally
came to business at 120. Shang-
hai Paper Mill. A meeting of
creditors is called for 15th inst.

Rubbers.—Two-and-sixpenny
rubber with an active market, and
St. \$127 per picul paid in Singa-
pore shows an encouraging pro-
spect for those companies whose
cost of production is a penny or
three half-pence under a shilling.
F.O.B. The burning question is,
"Will it last after the war?"
Shanghai's attitude says "Yes,"
London's, "No." Padang's.
An interim dividend of 8 per cent.
has been declared payable on 19th
instant. Senawang's. A second in-
terim of 10 per cent. will be paid on
23rd instant. Sangalas (old com-
pany). The liquidator's account
will be presented to shareholders
on 15th proximo. Tehong's. A
statement for the half-year ended
31st July gives the F.O.B. cost of
production as 10.39d. and the
average sale price as 2/13d. net,
subsequent sales of 73,000 lb.
showing an average 2 1/2d. higher.
A profit for the year of not less
than 40 per cent. would seem to
be indicated.

Miscellaneous.—There is no
change to report under this
heading.

Holidays.—Owing to the in-
cidence of the Autumn Racing
Fixture next week we shall not
again address you until 19th
instant.

End of "Reprisals."
Paris, September 22.—M.
Delasse has informed M. Pasquel,
Deputy for the Nord, that accord-
ing to a communication received
through the Spanish Embassy in
Berlin, Germany completed at the
end of August the transference of
all French prisoners from the
"reprisal" camps back to the
ordinary internment camps at
which they were previously
detained.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS FA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest Since 14th May. to now	1915. Lowest Since 14th May. to now	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$825 s. £73/10/-	120,000	\$125	all	855 July.	700	Oct. 845 x div.	790 c. div.	{ £2/3/- at 1/9 5/16 equal to \$24.21 for 1/2 year 30/6/15
Marine Insurances.									
Canton Insurance Office, Ltd.	425	10,000	\$250	50	350 Dec.	305	Oct.	425	360 { Final of \$4 a/o 1913. Interim of \$18 a/c 1914.
North China Ins. Co., Ltd.	175	10,000	£15	£3	145 May	133	Jan.	175	160 { Final of 12 1/2 p.c. making 25 p.c. for 1914
Union Ins. Society of Canton, Ltd.	950	12,400	\$250	100	847 1/2 April	700	Oct.	897 1/2	885 { Final of \$20 and bonus of \$5 making \$25 for 1913 and Interim of \$30 for 1914
Yangtze Ins. Assoc. Ltd.	260	12,000	\$100	60	210 April	192 1/2 Jan.	255	225	{ Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Fire Insurances.									
China Fire Ins. Co., Ltd.	155	20,000	\$100	80	160 July	140	Oct.	162	130 { \$9 for 1913
H'kong Fire Ins. Co., Ltd.	420	8,000	\$250	50	395 Feb.	363	April	420	385 { \$27 for 1913
Shipping.									
Douglas Steamship Co., Ltd.	88	20,000	\$50	all	36 Mar.	27 1/2 Nov.	91	45	{ \$4 for year ending 30.6.15 Final of 40 cts. making 90 cts. for year ending 31.12.14
Hongkong, C. & M.S.S. Co., Ltd.	19	80,000	\$15	all	29 1/4 Jan.	22	Dec.	23	19 { 6 p.c. on p. & 3 p.c. on d. s. for year 1914. Shares quoted ex 9 p.c. div. Hongkong \$2.12 1/2, an interim div. of 6 p.c. on the combined shares paid in London 23.9.15
Indo-China Steam Navigation Co.	154	60,000	£3	all	79 Jan.	50	Sept.	159	96 { Final of 5/- (Coupon No. 24) making 7/- for 1914 \$1.50 per share and bonus of 40 cents per share for year ending 30.4.15
Shell T'port & Trading Co., Ltd.	85/-	3,797,610	£1	a	106/- Feb.	70/-	Sept. 90/- x div.	82/- x div.	{
Star Ferry Company, Ltd.	38	40,000	\$10	all	49 Mar.	40	Nov.	39	32 {
Refineries.									
China S. Refining Co., Ltd.	129	20,000	\$100	all	96 1/2 Feb.	70	Nov.	134	111 { \$3 for 1912
Luzon S. Refining Co., Ltd.	37 1/2	7,000	\$100	all	31 Jan.	17	Dec.	46	27 1/2 { \$3 for 1897
Mining.									
Kailan Mining Admin'tion	28/-	1,000,000	£1	all	41/- Feb.	33/6	Dec.	33/6	30/- { Interim of 1/- account year ending 30.6.15 (Coupon No. 5)
Raub Australian Gold Min- ing Co., Ltd.	32	200,000	£1	all	3.10 Jan.	1.90	Nov.	4	3 1/2 { 1/2 for 1909
Tronoh Mines Ltd.	28/-	160,000	£1	all	39/- Feb.	19/6	Nov.	32/6	28/- { 1/- interim a/o 1915 paid 12.7.15
Ural Caspians	38/-	795,666	£1	all	56/6	21/3	Nov.	41	37/6 { 1/- interim 1915
Docks, Wharves and Godowns &c.									
H'kong & K.W. & G. Co., Ltd.	78	60,000	\$50	all	69 Jan.	73	Nov.	81 1/2	68 { \$3.50 for year 1914
H'kong & W'poa D. Co., Ltd.	85 1/2	50,000	\$50	all	77 Jan.	53	Oct.	88 1/2	57 { \$3 dividend for year 1914
Shai Dock & Eng. Co., Ltd.	60	56,700	£1	all	60 July	50	Dec.	63 1/2	49 ex div. { Tls. 3 for year ending 30.4.15
Shai & H'kew W. Co., Ltd.	90	36,000	£1	all	109 Jan.	82 1/2	Dec.	93 1/2	80 { Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands	94	13,000	£100	£100	—	—	94	94	— { Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd.	109	20,000	\$50	50	128 July	120	Dec.	116	112 { \$2.50 for half year ending 30.6.15
H'kong Land Investment Co	108	50,000	\$100	all	117 1/2 July	98	Nov.	111 x div.	108 { \$3 for year ending 30.6.15
H'phreys Estate & F. Co., Ltd.	7	150,000	\$10	all	9 1/4 Jan.	7	Nov.	7 1/2	6.10 { 45 cents for year 1914
K'loon Land & Building Co., Ltd.	40	6,000	\$50	30	45 1/2 Jan.	44	Feb.	40	40 { \$3 for 1914
Shanghai Lands	105	78,000	£50	all	98 Dec.	89	Oct.	106	101 { Dividend of 6 p.c. for 1/2 year ending 30.6.15
West Point Building Co., Ltd.	72	12,500	\$50	all	73 June	66	Feb.	70	70 { \$2 for half year ending 30.6.15
H'kong Central Estates	100	10,000	\$100	all	—	—	100	100	— { \$4.08 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	162 1/2	20,000	£50	all	138 July	125	May	180	152 1/2 { Tls. 12 for year ending 31.10.14
Hongkong Cotton Co.	93.30	125,000	\$10	all	6 1/4 Mar.	7	June	9.40	7 { 50 cents 31.7.08
Kung Yik	15	75,000	£10	all	14 1/2 Jan.	11	Mar.	17	13 1/4 { Tls. 1.20 for year ending 30.11.14
Laou Kung Mow	79	8,000	£100	all	110 Feb.	70	May	89	80 { Tls. 12 for 1913
Shanghai Cottons in S'hai	150	40,000	£50	all	135 Feb.	70	Nov.	105	90 { Dividend of Tls. 7 1/2 for year ending 30.6.15
Miscellaneous.									
China Borneo Company, Ltd.	10	60,000	\$12	all	12 May	10	Dec.	10	10 { 85 cents for 1914
China Light & Power Co., Ltd.	48.80	50,000	\$5	all	4.90 July	4	April	4 1/4	4 1/4 { 6% for year ending 28.2.06
Do. (Spec. shares)	—	50,000	\$1	all	—	—	—	—	— {
China Prov. L. & M. Co., Ltd.	9.80	125,000	\$10	all	9 Jan.	7	Nov.	10.10	8.00 { 70 cts. for 1914
Dairy Farm Company, Ltd.	83 1/2	40,000	£7 1/2	all	6 3/4 June	35	Aug.	34	31 { \$1.25 for year ending 31.7.15
Green Island Cement Co., Ltd.	109 1/2	400,000	\$10	all	6.90 Jan.	5	Dec.	11	6.70 { 50 cts. for 1914
Hongkong Electric Co., Ltd.	44 1/2	60,000	\$10	all	49 Jan.	36	Nov.	45	39 { \$2.00 per share for 1914
Hongkong Ice Co., Ltd.	190	6,500	\$25	all	217 1/2 July	174	Dec.	180	184 { Interim of \$2 account 1915
Hongkong Rope Mfg. Co., Ltd.	34 1/2	60,000	\$10	all	25 June	22	Apr.	34 1/2	25 { Interim \$1 for year ending 30.6.15
Hongkong Tramway Co., Ltd.	5 1/2	325,000	£5	all	13/- July	7/-	Feb.	8.90	4.80 { \$10 for 1914
Langkats	139	250,000	£10	all	64 1/2 Mar.	28	Dec.	42	36 1/2 { Interim of T. 1 making T. 4 a/o 1913
Peak Tramway Co., Ltd. (Old)	94	25,000	\$10	all	10 1/2 Jan.	9 1/4	June	10	9 { 70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Do (New) 85 cts.	—	50,000	\$10	all	93 cts. Jan.	75 cts.	Dec.	81	80 cts. {
Philippines Ltd.	4	75,000	\$10	all	—	—	—	—	— { None
H. Price & Co., Ltd.	83 1/2	12,000	\$10	all	—	—	—	—	— { None
Societe des Pulpes et Papier- teries du Tonkin	420	13,200	\$50	all	—	—	—	—	— { None
Steam Laundry Co., Ltd.	43 1/2	20,000	\$5	all	5.00 June	4	Nov.	3 1/2	3.00 { 25 cts. for year ending 31.5.15
Union Water-boat Co., Ltd.	16 1/2	27,723	\$10	all	22 1/4 Feb.	17	Jan.	18	16 { \$1.00, per share for year end- ing 31.12.1914
Watson and Co., Ltd.	86 1/2	80,000	\$10	all	8 1/2 April	6.90	Dec.	6.90 x div.	6 1/2 x div. { 60 cts. for 1914
William Powell, Limited	66 1/2	21,000	\$7	all	9 1/2 Jan.	6 1/2	Dec.	7	6 { 50 cts. on old shares and 25- cts. on new year shares for year ending 30.6.14
S. C. Morning Post	29	6,071	\$25	all	30 June	92	Dec.	29	29 { \$1.50 for 1914

LATEST RUBBER QUOTATIONS.

Anglo Java Estates Ltd. Tls.	Ayer Panas (Straits) \$5.40 buy- ers 5.60 sellers.	Kempas (Straits) \$3.70 buyers	Sandycrofts (Straits) 5.40 buy- ers 5.60 sellers.
11 buyers.	Baguwnies (Straits) \$3 1/2 sales	Malaka Pindas (Straits) \$1.60	Pajam (Straits) \$10.40 buyers
Linggis 14/9 buyers 15/6	Changkat Sordangs (Straits)	Malakoffs (Straits) \$3.40 buyers	10.50 sellers.
sellers.	\$5.50 buyers 5 1/2 sellers.	3.55 sellers.	
Nordana 18/- buyers 18/9			
sellers.			

WRIGHT & HORNBY.

Share and General Brokers

G. Des Vaux Road Central. Tel. address, Rectitude.

CONNECTED TO MOON, NOV. 15, 1915.
ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS."
THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

T/T Bombay	138 1/4	On Haiphong	7 1/2 % prem.	Gold Leaf per oz.	\$59.40
Demand Bombay	138 1/4	On Saigon	7	Sovereign	\$11.05 nom.
T/T Calcutta	138 1/4	On Bangkok	8 1/4 %	Bar Silver ready	24 7/16
Demand Calcutta	138 1/4	Buying			
T/T Manila	85 1/4	4 m/s. L/C	110 3/4		
T/T San P'co & N.Y.	42 7/8	4 m/s. D/P	110 7/8		
Demand, New York	43	6 m/s. L/C	111		
T/T Java	105 1/2	30 d/s. Sney & M.	111		
T/T Marks	105 1/2	30 d/s. San P'co & N.Y.	44 3/8		
Demand Germany	—	4 m/s. Marks	Non.		
T/T France	256 1/2	4 m/s. France	2.67 1/2		
Demand Paris	257 1/2	6 m/s. France	2.72 1/2		

NOTICE

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specially brewed for the Far East.



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IT'S CLEAR,
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CLIMATE IN
ANY KIND
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WEATHER.

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KOBE. YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS.....\$2,100,000

(U.S. Gold) \$7,460,000
All kinds of FOREIGN &
LOCAL BANKING BUSINESS
transacted.
CURRENT ACCOUNTS open-
ed and FIXED DEPOSITS
received at rates to be ascertained
on application.

N. S. MARSHALL,
Manager.
Hongkong, 1st July 1915

THE
YOKOHAMA SPECIE BANK
LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 20,000,000

Head Office.—YOKOHAMA.

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Amoy, Hankow, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.
Agencies at:
Batavia, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be
ascertained on application.

EISHI ONO, Manager.

Hongkong, 21st October, 1915.

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.

Incorporated by Royal
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HEAD OFFICE.—LONDON.
Paid-up Capital£1,200,000
Reserve Fund.....£1,800,000
Reserve Liability of
Proprietors£1,200,000

FOREIGN EXCHANGE and
General Banking business trans-
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ceived for 1 year or shorter periods
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